Mrs. Richard Hellman, sponsor, and Mr. Hellman on the launching ways of the Consolidated Shipbuilding Corporation just prior to the launching of their new yacht Tranquille II

SEPTEMBER, 1928

Vol. XLII, No. 3

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

CONTENTS

Coming Events on page 136

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With Our Marine Architects

THE CONSOLIDATED SHIP-BUILDING CORPORATION

THE construction and delivery of twenty large motor yachts is enough activity to keep a yard even of the size of the Consolidated's quite busy. The largest of the new boats built during the spring and summer was Helena, a twin screw cruiser, of 95 feet in length, built for C. E. F. McCann. The fastest of these was the 56-foot hydroplane Whim III, built for Harrison Williams, and which is more completely described elsewhere in this issue. Another fine boat of the Nashira house boat type is Pleiades, an 82-foot fast house boat powered with two Speedway engines and built for J. Lester Parsons. Others are Richard Hellman's Tranquille II, a 68-footer; Paul Deming's Delta, R. L. Schofield's Ripogenus, R. M. Smith's Julie M., as well as others.

ELREDGE-McINNIS, INC.

THE activity in new boat consrtuction in and around Boston is reflected in the activity in the offices of Eldredge-McInnis, Inc. Many new boats have been constructed from their designs, among which can be prominently mentioned the 90-foot twin screw yacht Cyric, equipped with two 350 h. p. Winton engines. This was designed for Robert C. Morse and built by George Lawley and Sons, Inc. An 86-foot twin screw yacht, Paladin, with the same type power plant, was designed for Henry A. Morse and built in the same yard. A smaller 75-foot yacht, Seyon, also equipped with Winton engines, was built by F. D. Lawley, Inc., for Harry K. Noyes. Another 75-foot yacht, Palkin, was designed for George B. Kimball, also built by F. D. Lawley. Construction is also well under way on a 92-foot trawler to be powered with Standard Diesel engines. In addition to the larger vessels mentioned, a considerable number of smaller boats are also being constructed in various eastern yards. There are, for example, a 40-foot day cruiser with two 150 h. p. Sterling Petrel engines building for S. G. Etherington at Staples, Johnson and Company Biddeford, Maine; also a 45-foot Marconi rig auxiliary schooner, building at the yard of Harvey Gamage, South Bristol, Maine. Also a 48-foot motor boat, Marilyn, for Clayton D. Sawyer and built at the yard of F. S. Nock, Inc.

COX & STEVENS, INC.

COX & STEVENS have long specialized in Diesel yachts of large size. Many of these are in successful operation and other new ones are under construction. Perhaps the largest of these is a twin screw Diesel craft of the steam yacht type with a clipper bow and stern. This boat is 218½ feet in length and is fitted with two solid injection Diesel engines producing a total of 1,500 h. p. This boat is particularly suited to offshore ocean work and has a cruising radius of 10,000 miles. A boat of this size will carry all possible comforts and conveniences in her quarters and below decks. Another sea-going yacht of the military type, a modified cruiser bow and stern and 170 feet over all, has been designed and is under construction for extended ocean cruising. This also is to be fitted with two solid injection Diesel engines which will develop 900 h. p. Her speed is to be 13 knots and she will carry sufficient fuel and stores to give her a cruising radius of 7,500 miles.

HENRY J. GIELOW, INC.

EVIDENCE of the interest shown in large yacht construction is noted in a report from Josph A. McDonald in which he comments on a new 209-foot Diesel yacht under construction at George Lawley and Sons, for Carl Tucker of New York. This boat is to be on the auxiliary schooner yacht type and will be a most substantially constructed vessel. Quarters are provided in six large staterooms with four bathrooms. A large dining saloon occupies the full width of the boat and a huge breakfast room has been placed on the starboard side off the dining room. Other prominent yachts which have recently been completed and which are now on their initial cruises are Goodwill, a 162-foot schooner, built for Keith Spalding, and Illyria, a 147-foot barkentine, now in the Mediterranean with her owner, Cornelius Crane, of Ipswich, Massachusetts. Old River, a 130-foot gasoline house boat, is being built in the Fogal Boat Yard at Miami for W. H. Vanderpoel. This boat is to be powered with Sterling engines and will be used in Florida.

TAMS & KING, INC.

THIS firm reports much interest on the part of its clientele in a small Diesel yacht. An analysis of this demand resulted in the design of a conservative Diesel yacht of approximately 100 feet in length. The first boat of this new series is now under construction at the Consolidated plant in New York for Lucius M. Wainwright of Indianapolis. This boat is to be named Klahanee, a name well known, since his former yacht had the same name. Klahanee is 106 feet over all length and carries out the full intent of the conservative Diesel yacht thought. The hull itself is built on express cruiser lines with a high freeboard forward and a deep flare. She has a sweeping sheer with a raised deck forward and considerable dead rise aft. The accommodations arranged will compare favorably with the roomiest of house boats and larger yachts.

THOMAS D. BOWES

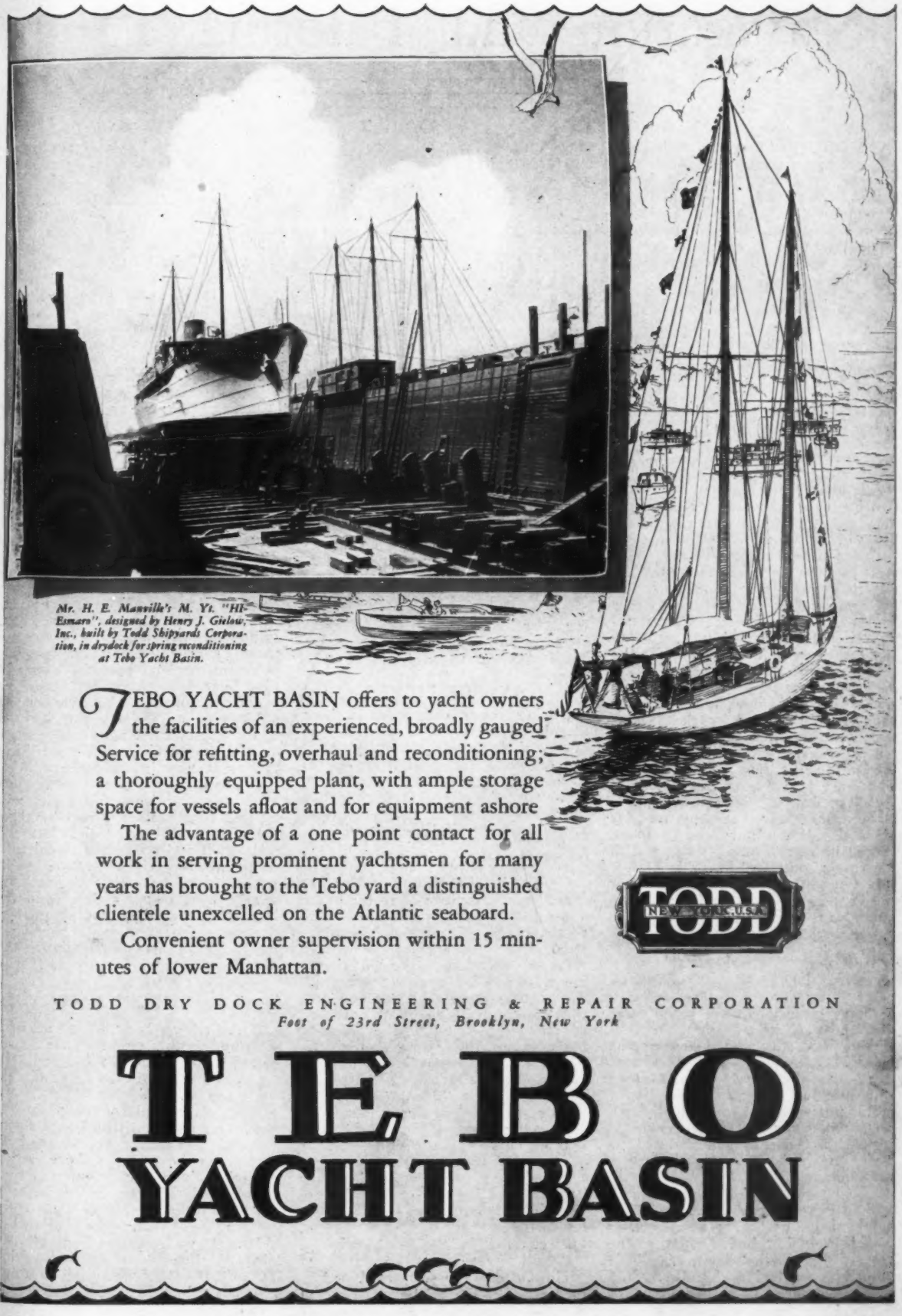
PHILADELPHIA, represented by Thomas D. Bowes, has also designed some new and representative yachts. Among these can be mentioned a 130-footer, Waleda II, built for Walter H. Lippincott of Philadelphia. This boat, following the fashion of the more modern yachts, is to be equipped with Diesel engines. Another fine yacht designed by Mr. Bowes is the 142-foot Memory III, built by DeFoe Boat and Motor Works for A. E. Fitkin of New York. This boat has a single large Bessemer Diesel engine and is comfortably arranged. It has been said of Memory III that she is the best-looking and finest boat of her type ever constructed.

CHARLES D. MOWER

AS architect and designer for a new 42-foot motor cruiser of the raised deck type Mr. Mower has recommended a six cylinder model U Cummins oil engine which is now being installed at the plant of Henry B. Nevins, Inc., City Island. This boat is to be used by E. V. Norton. Another special job is a class M racing sloop for Junius Morgan, which is to be 53 feet on the water line. This boat is to be of double planked mahogany and the finest construction throughout, since it is planned to race her next summer against Harold Vanderbilt's Prestige and others.

J. MURRAY WATTS

PERHAPS the busiest of all the naval architects, judging by the number of boats under construction from his boards, is J. Murray Watts, of Philadelphia. Three new motor yachts were completed and delivered during July by various builders. These are Asatamia, 54 feet in length and powered with two 150 h.p. Kermath engines, which was built for John M. Zurn of Philadelphia by the Vinyard Shipbuilding Company, Charlotte II, a smaller boat, built for Percy Heineman of New York and also powered with a Kermath engine, and Tomboy Junior, a 32-footer built for Thomas B. Gibb of Philadelphia and equipped with 150 h. p. Sterling engine.



Mr. H. E. Manville's M. Yt. "Hi-Esmaro", designed by Henry J. Gielow, Inc., built by Todd Shipyards Corporation, in drydock for spring reconditioning at Tebo Yacht Basin.

TEBO YACHT BASIN offers to yacht owners the facilities of an experienced, broadly gauged Service for refitting, overhaul and reconditioning; a thoroughly equipped plant, with ample storage space for vessels afloat and for equipment ashore

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Foot of 23rd Street, Brooklyn, New York

TEBO
YACHT BASIN

Navigation and Piloting Hints

AMONG the first and most important items which the beginner in motor boat handling should observe are the several items of equipment called for by the regulations. All boats driven by engines, whether inboard or outboard, are required to comply with certain rules for their own safety as well as the safety of others. Sometimes beginners who use small boats with outboard engines are of the opinion that the regulations do not apply to them. This is a serious error, as many have found who have been overtaken by the inspectors of the Steam Boat Inspection Service and have been heavily fined for their failure to comply with the law.

EQUIPMENT TO CARRY

All boats are required to carry two copies of the pilot rules which, in addition to being carried, should be read occasionally until the pilot becomes familiar with the several requirements of the rules of the road and other conditions. A fire extinguisher of an approved type is also one of the most essential items and should be carried not only because the law requires it, but for the protection of your property. Life preservers are also called for. In small boats this does not mean the heavy, cumbersome cork jackets which are required on vessels carrying passengers for hire, but other approved devices may be substituted. There are available an assortment of styles of kapok filled cushions and jackets which have been approved for pleasure boat purposes. These should be carried at all times and in the case of outboard boats, jackets of this type should be worn whenever the boat is moving. In fact, all racing rules require that the driver wear a jacket of this type at all times.

LIGHTS REQUIRED

At night, beginning at sunset, all boats under way are required to carry certain specified lights. In the cases of outboard boats a single white light is sufficient, although many of the nicer types of outboard runabouts carry also the usual red and green combination lantern specified for motor boats of class one. The small class, which includes all boats under 26 feet in length, is designated as class one and these must carry a red and green light near the bow of the boat and a white light showing all around near the stern. All classes of boats also must carry a whistle or sound-producing device which in the case of the smallest boats may be a mouth-blown device while larger and better equipped craft usually carry some mechanical means of producing the required signal.

LARGER BOATS INCLUDED

The few items of equipment called for in class one are surely simple enough so that there can be no excuse for any failure to be properly equipped. Larger boats of classes two and three, which run from 26 to 40 feet and from over 40 feet to 65 feet, must carry in addition to the items already specified for class one a white bow light and the red and green side lights must be separated into two individual lanterns. A stern light is also called for, as in the smaller class. While the types of light in the second and third class are generally similar, there is a distinction in the sizes of lenses called for and in addition screens are necessary to prevent the light from being observed across the bow of the boat. The dimensions for these are 18 inches in length for class two and 24 inches for class three. Further equipment necessary in boats of classes two and three are an efficient fog horn and bell, the size of which shall not be less than eight inches across the mouth on boats of class three.

ANCHOR LIGHTS

During the night, when a boat may be at anchor it is necessary to display a single white light where it can be seen clearly. It is also usual to arrange the white bow and stern lights with the after light higher than the forward light so that they form a range when seen from ahead.

THE USE OF MUFFLERS

One of the growing evils which has caused much annoyance to the peace and quiet of summer evenings is the reckless use of outboard engines from which the mufflers have been removed so as to make them very noisy. While it may sound as though the boat is going very fast and give the sensation of high speed, outboard engine users should always remember that the staccato barking can be heard for long distances on a quiet evening and that there are some people who may not enjoy this noise. There has been so much complaint concerning the use of outboards without mufflers that ordinances have been passed in many places restricting their use and racing rules have been so modified as to make the use of mufflers compulsory in most contests.

REDUCE SPEEDS IN HARBORS

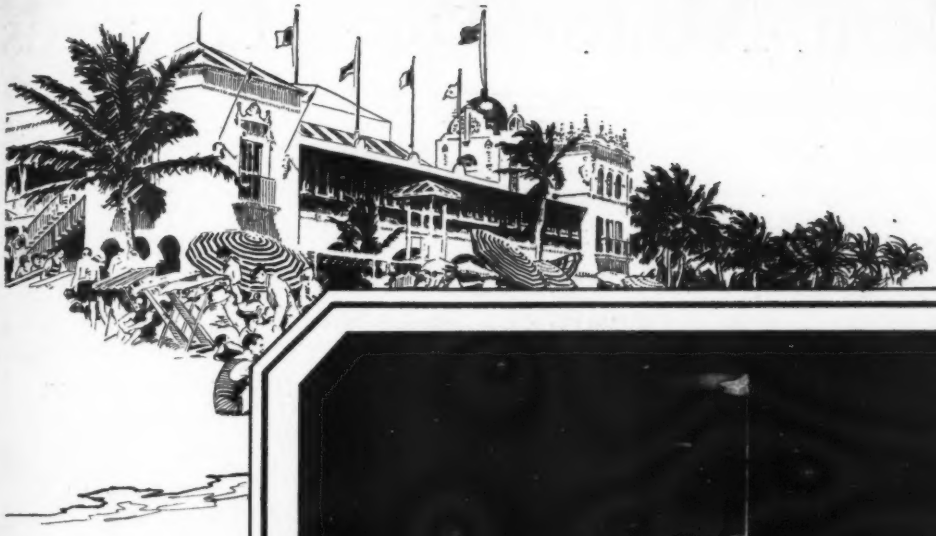
How often have you heard yachtsmen exclaim, "If I had a gun I would shoot that fellow!" This remark is brought forth by the passing of some fast runabout through a fleet at anchor in a quiet harbor. The heavy swell caused by the rapid motion of a fast boat is particularly anoying under such conditions, as people do not expect their boats to give a sudden lurch when they are at their meals. It is most disagreeable to have your boat roll over on its side and find all your dishes and their contents on the floor and in the laps of your guests. While it may not be legal to shoot these irresponsible drivers, it certainly is a form of punishment which is far too good for them. Always remember when running through an anchored fleet to slow down to such an extent that your boat will cause no annoying swell to the others who may be in the harbor before you.

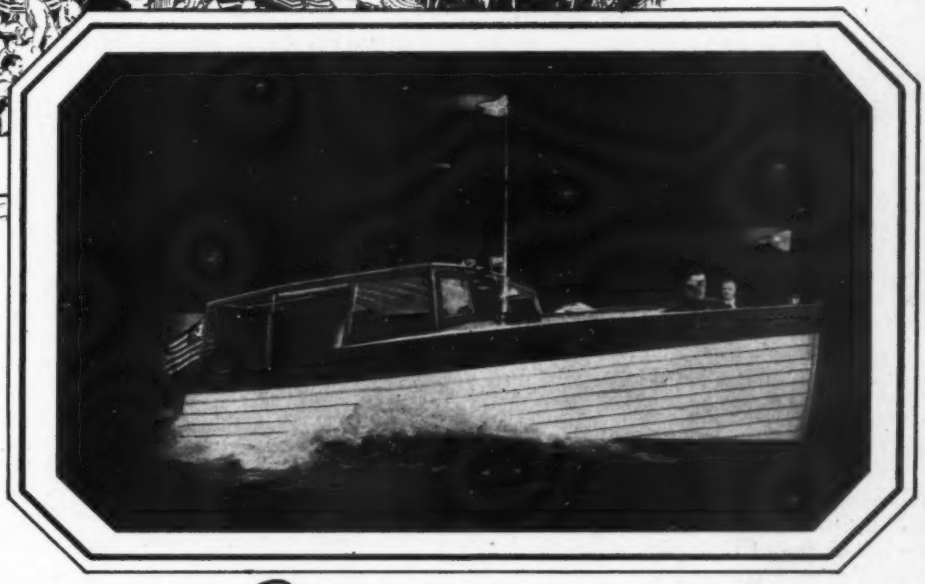
WHAT COLORS TO FLY

A real true yachtsman can be readily recognized by the manner in which he flies his flags. You can be certain that when you see a small boat sailing merrily along with two or three flags flying from every possible point on the boat that the owner of that boat is not familiar with true yachting etiquette. The style demand as it may be termed, for flags on boats is just as definite and precise as the styles in clothing on Fifth Avenue. First and foremost, it is considered most incorrect to fly more than one flag from the same hoist at any time. The correct arrangement on small boats with a bow and stern staff and possibly a signal mast is to fly the United States yacht ensign from the stern, the club flag of the boat owner's club from the bow staff, and the private signal of the owner from the top of the signal mast. These three flags comprise the usual equipment in most cases.

FLAG OFFICER'S SIGNAL

Often a man is a flag officer of a club and in this circumstance he replaces his private signal with the designating flag of his office and during his term. This flag is flown continuously day and night throughout the entire period of the boat's active service. The other flags on the boat as well as those at the shore station are taken down each evening at sunset and hoisted again in the morning at eight o'clock. There is no more thrilling sight than to be anchored in a smart yacht club fleet and to observe the simultaneous breaking out of all colors when the morning gun is fired at eight o'clock.





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MANY yachtsmen were disappointed last year in not being able to get delivery on the Banfield "32" in time for the opening of the Florida and Southern season. By placing your order now we can assure you delivery in time for the inauguration of the 1928-29 season.

The Banfield "32" is the world's greatest sea boat, combining runabout speed with cruiser comforts and protection. It is also the world's fastest standardized cruiser. Let us tell you in detail about this remarkable boat, or inspect the boat at our New York showroom.

28-30 M. P. H. Powered with 150 H.P. KERMATH **$6,950.00**

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PLANT: ATLANTIC HIGHLANDS, NEW JERSEY

LARGEST BUILDERS OF SEA SKIFFS IN THE WORLD

American Motor Boat Records

Gold Cup Class

625 cubic inch displacement boats

Fastest heat (30 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06:83; speed, 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Greenwich Folly, owned by George H. Townsend, Greenwich, Conn., 1927. Time, 1:51:34.21; speed, 48.39.

(Unlimited Hydroplane)

Fastest heat (30 miles, Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed, 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

Detroit Sweepstakes

Fastest lap (3 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; Speed, 55.65.

British International Trophy Unlimited Hydroplanes

Fastest heat (38.1 miles), Miss America I, owned by Gar Wood, Detroit, 1920. Speed, 61.5.

Fastest lap (5.75 miles), Miss America V, owned by Gar Wood, Detroit, 1925. Speed, 72.70.

Mile Trials

(Average of 6 One Mile Runs)

Miss America II, owned by Gar Wood, Detroit, 1921. Speed, 80.567.

24 Hours

Rainbow IV, owned by Harry G. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed, 50.78.

1½ Liter Class (Trial Runs)

Newg, owned by Miss M. B. Carstairs, England, March 12, 1927. Speed, 39.45.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed, 42.17.

151 Class—Unlimited

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y., July 5, 1927. Speed, 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif., December 12, 1927. Speed, 55.42.

One lap in competition, Miss California, owned bl Harris,Loynes, San Diego, Calif., December 12, 1927. Speed, 59.68.

151 Class Limited

In competition, Angeles, owned by H. A. Mills, Los Angeles. (Now Miss Rioco, owned by J. A. Talbot, Los Angeles), San Diego, Calif., December 12, 1927. Speed, 47.12.

ile trials, Miss Rioco, owned by J. A. Talbot, Miami Beach, Florida, March 19th, 1928. Speed, 50.60.

21 5Class

(Now abandoned) in competition, Bertha McFarland, Laughrey Island, Ohio, September 25, 1926. Speed, 41.86.

340 Class

Miss California, owned by Loynes-Harris, Houston, Texas, July 2nd, 1927. Speed, 50.99.

510 Class

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. 10 miles—in competition. Speed, 51.28.

7⅛ miles, Miss Kemah, owned by Henry Falk, Houston, Texas, July 4, 1927. Speed, 53.41.

One Mile Trials—Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. Speed, 53.43.

725 Class

5 miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky., July 5, 1926. Speed, 61.22.

Mile straightaway, Doc's II, owned by L. R. Van Sent, Peoria, Illinois, October 11, 1925, winning King of Belgians' Trophy Speed, 61.77.

Single Engine Hydroplanes

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit, Sept. 3, 1921. Speed, 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio, September 29, 1923. Speed, 64.75.

OUTBOARDS

Class A

2 Mile Amateur

BRRRRRRR, owned by A. Sutherland at Springfield, Mass., July 8, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 24.00.

2 Mile Free for All

Cute Craft, owned by A. T. Buffinton at Worcester, Mass., May 30, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 23.841.

Class B

Mile Trials—Amateur

Min, owned by Alice Hallewell at Albany, N. Y., July 6, 1928. Built by Water Wracer Co., Lockwood engine. Speed, 29.709.

2 Mile Amateur

BRRRRRRR, owned by A. Sutherland at Springfield, Mass., July 8, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 30.638.

2½ Mile Amateur

Goo Bye, owned by D. Robinson at Lake Elsinore, California, May 6, 1928. Built by F. J. Pierce, Johnson engine. Speed, 23.529.

3 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.59.

4 Mile Amateur

Scoot, owned by Charles Hall, Jr., at New Bern, North Carolina, August 6, 1928. Built by Meadown Marine Railway, Lockwood engine. Speed, 33.065.

6 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.268.

Mile Trials—Free for All

Wilkie's Baby Cute Craft, owned by J. E. Wilkinson, at Worcester, Mass., May 29, 1928. Built by Cute Craft Corp., Lockwood engine. Speed 35.660.

2 Mile Free for All

Original Spencer Special, owned by R. M. Spencer, at Springfield, Mass., July 8, 1928. Built by R. M. Spencer, Lockwood engine. Speed, 30.901.

3 Mile Free for All

Wee Minneford, owned by E. Hauptner at Greenwood Lake, N. Y., July 5, 1928. Built by owner Lockwood engine. Speed, 28.42.

Class C

Mile Trials—Amateur

Firefly II, owned by Charles Holt, at Newport Beach, California, June 3, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 38.436.

1 Mile Amateur

Firefly, owned by Charles Holt at Long Beach, California, May 20, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 33.333.

2 Mile Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.876.

2½ Mile Amateur

Bonnie Lass, owned by J. F. Graham at Lake Elsinore, California, June 10, 1928. Built by J. F. Graham, Evinrude engine. Speed, 34.749.

3 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.73.

5 Mile Amateur

Bonnie Lass, owned by J. F. Graham at Lake Elsinore, California, July 4, 1928. Built by B. Holt, Evinrude engine. Speed, 36.00.

6 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 33.32.

10 Mile Amateur

Flying Scotsman, owned by David Mackay at Lake Elsinore, California, July 4, 1928. Built by B. Holt, Evinrude engine. Speed, 34.615.

(*Continued on page* 136)

Photograph by H. Armstrong Roberts

When the Rollers Break

The work of the fisherman is not always pleasant. Hauling a dory out of the surf amid the breakers often fills the boat with water. Where boats have to be beached through the surf and rolled up out of harm's way, the entire crew generally comes in for a good wetting, which may be all right in the summer time, but it is not always summer

Huck's Fairform Flyer setting out on its fast run from Florida to New York

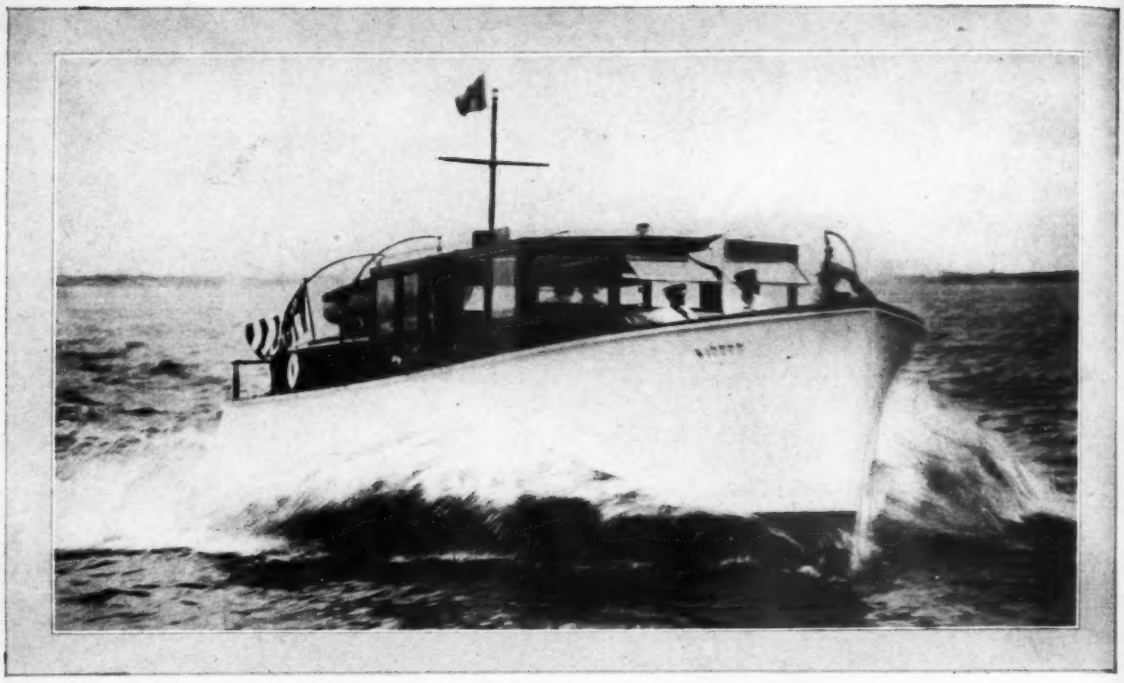
HUCK SAYS I *Gathers* HARD LUCK

Mishaps of Many Kinds Interfere with an Attempt to Break the Cruise Record from Florida to New York

WELL, Chap, if this here tale, it doesn't bring tears to your eye, then you has no heart. If they is any brand of hard luck what was beyond our control what we didn't gather, I never hears of it.

The Fairform Flyer, she goes overboard as per schedule. She was designed to make twenty miles an hour and when we puts her over the measured mile she makes twenty-four miles, which it isn't bad. Most boats go slower than hoped for. She planes elegant and everything seems perfect for our non-stop run from Florida to New York. Then the next day the newspapers they come out and says as how a fierce tropical storm it was bound up the coast and would reach Jacksonville August eighth, the day we plans to leave, which it done.

You yachtsmen what has planned a trip long ahead and then finds a sixty-mile gale screeching on the day you desires to depart knows just how we feels. In vain does I go in to see Forecaster Mitchell of the Weather Bureau every day and asks him to please do something about it, but he doesn't do nothing but point to a dizzy map what I doesn't understand and every days says, "Wait another forty-eight hours." Finally we gets sick of doing that and says as how we starts anyways. So we slides out of the St. Johns River into the teeth of a northeaster, the tail of a hurricane and she skips from sea to sea as sweet as anything you was ever out in. Contrary to what both you and me predicts, she doesn't pound at all. We logs 21.6 miles an hour in that sea to Fernandina with nine people, eight days' provisions and two spare gasoline tanks astride the after deck, or a



Plowing along at better than twenty knots ahead of the gale

excess weight of over a ton.

At Fernandina they declares a holiday and Mayor Kelly, Secretary Wolf of the Chamber of Commerce, Commander Klinger of the Coast Guard and a couple of dozen other people crashes aboard. We loads up full with gas and is all set to go.

For a crew I has Harold L. Perrin, of Boston, a lawyer by trade, who always tries to prove the chart is wrong; Sidney S. Simmons, ice king and after dinner speaker of Jacksonville; Pembroke Huckins, of the coming generation of yachtsmen; Bud Morgan, of Detroit, what tickles funnybones and carbureters, and James, a tall and dusky cook.

At exactly ten P.M .on Sunday night, the Coast Guard they hands me a letter of identification and a certificate of the starting time and we is off. The Coast Guard Cutter leads us out of Fernandina into one of the blackest, windiest nights that is made.

You fellers what has been to sea on small boats on a stormy night knows the sensation of loneliness what creeps over you as the seas rise up and hit you, the spray hisses against the deckhouse windows, and the hours of darkness drags on as you peers into the binnacle and spins the wheel first to starboard and then to port. Anyways, Chap, she rides it out like a steamship, we makes the Savannah Lightship just before dawn and tears into Charleston Harbor thirty-nine minutes ahead of time.

The Marine Oil Company they meets us with a gasoline boat and while we bobs up and down against each other off Fort Sumter we pours and spills another load of fuel into the tanks and along with it a lot of salt water gets into the funnel. This, it was our first hard luck. We sees the water, but too late to stop it. It wasn't nobody's fault and they was no ways to get it out. We hears from it later.

Huck's crew, Harold L. Perrin, Bud Morgan, Pembroke Huckins, Sidney L. Simmons, and Frank P. Huckins, Skipper

Again we puts to sea and the waves was higher, the northeaster fiercer than ever. It knocks our speed way down and as night gets near the tank gauge it tells us we never will have enough fuel to make the 212 nautical miles to Beaufort Bar. Reluctantly we holds a council of war and decides to put into Winyah Bay, which we done. We stops at the Lighthouse in hopes we find fuel there, but as they was none for sale we has to make a twenty-five mile round trip up the river to Georgetown. Upon arrival they was no gasoline on the dock and we conducts a house-to-house canvass until we raises a tank wagon. By the time we is filled and back on the ocean it is dark and we has lost many precious hours. We points straight out to sea for the Frying Pan Lightship twenty miles off'n Cape Fear, where so many good ships have been lost. No boat ever had to stand such a driving. It was a terrible strain for the motors, as the seas they almost stops her when they hits her head-on. By this time the water in the gas, it had worked through into the carbureters and done its deadly work. It gets into the valves and makes them stick and the springs break, but the trusty Kermaths even under this unfair treatment, they keep running.

When day broke and we should have been at Beaufort, no land it was in sight, and when along about eight o'clock with the gas gauge standing at zero and expecting to have the power plant die any moment, land did appear, it was not our port or anywhere near it, but just unbroken beach with the seas pounding ashore. The storm, it had set us off our course many miles. We throttles down and follows the shore. Just as we starts in on the last quart in the regular tanks, Bud Morgan he finds a few gallons left in the spare tank astern what we had missed when transferring fuel at night, and by dint of much pumping

he gets it to the motors and they runs long enough to pick up the Coast Guard Picket Boat 2348, under command of Captain H. D. Goodwin, who had been waiting for us since daybreak, and we makes the dock at Morehead City just as the juice runs out. J. R. Willis, of the Standard Oil Company, rushes the stuff aboard and we again start off without stopping the motors.

But, Chap, no matter how wonderful a motor may be, you cannot run it on salt water. As we runs up Roanoke Sound bound for Norfolk we continues to lose time and before we is half way to that port darkness it overtakes us.

Anybody what is familiar with the inland route at that point, he knows that if you tries to run it at night you goes about one mile if you is lucky and then bangs ashore and stays there for keeps. So we holds another council of war and Perrin he yells as he never dares yell in court and says as how to keep on going until we does hit something, but Simmons, what has a little sense, pats him on the head and says as how if we runs ashore and knocks off a propeller maybe we doesn't get to New York for a week. So although it nearly breaks our hearts, with the worst of the trip behind us, we drops anchor and shuts down the motors.

It was well we done it, for the water was all through them, the carbureter dash pots were so full the valves would not function and a number of valve springs were broken. Bud he hops to it and works half the night getting everything in good order. The rest of the crew they gets the first square meal and the first real sleep for forty-eight hours.

The morning it dawns fair and before the sun rises we is off at the old twenty-mile gait again and still with high hopes of beating the record. We was only nine hours behind our schedule after all this punishment.

The Fairform Flyer at the yacht club in Jacksonville prior to the start

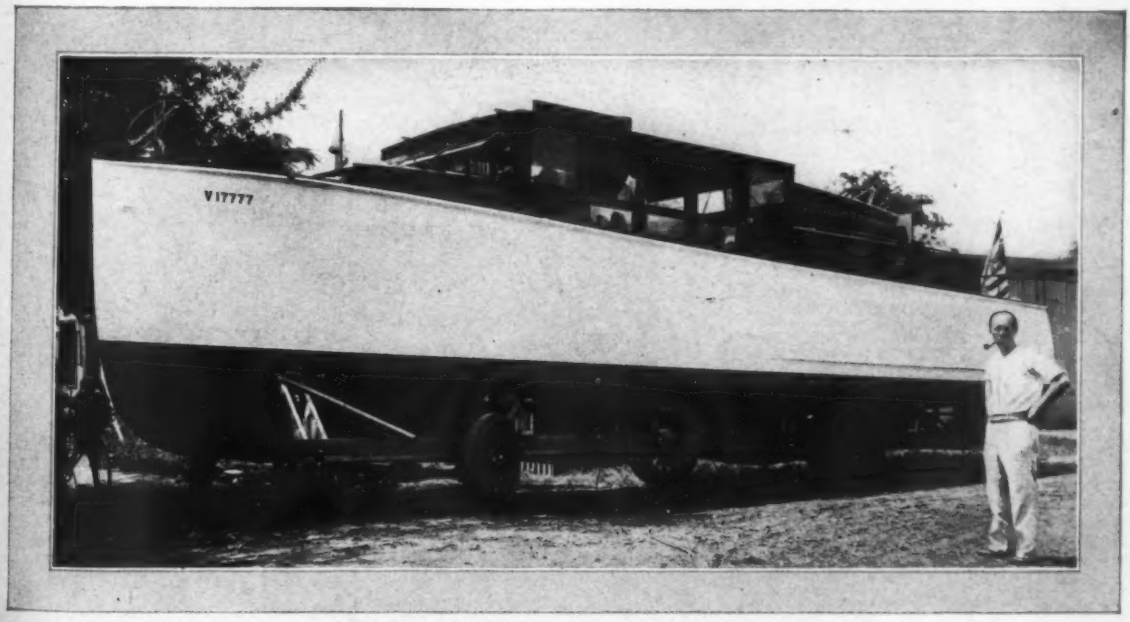
At Norfolk E. L. Taylor, the Standard Oil Barge man, what has sat up all night for us, gets the tanks filled in record time and we starts out to sea with the breeze with us for the first time. All is going well, we is rapidly making up time. We feels so good that we dispenses with the man on the watch and only one unfortunate slob is left at the wheel while the rest go below for dinner. I is the goat what was left at the wheel. We is off Cape Charles. My eyes is on the compass. The open sea it is ahead. Then smash! we hits something. Then a timber slides out from under the stern as big as a telegraph pole. By the sound it makes, I judges we knocks off both propellers, the rudder and most of the after part of the boat. I closes both throttles quick, pulls the clutches and switches off the motor. I is so sure of vital injury, the blow it was so heavy, that I calls one feller to lift up a hatch to see how fast she is making water and another to get the life boat ready.

But she doesn't leak a drop. The hull stands the blow, but when we again tries the motors we finds that the port wheel it is either knocked off or bent so bad it won't run. Good-bye sweet day. Thank heaven for a TWIN screw boat.

We gets to Cape Charles. They is no marine railway. We has to go back to Norfolk. You has held your September number open now for a week beyond the deadline for this here account. Hence I pauses in my depression to write these lines. As I finishes this page, we casts off and runs to Norfolk. If we can get on a railway tonight, maybe we gets the propeller in shape, gets back overboard and again starts off in time to beat the record:

If not, Chap, it is too bad.

But we gathers that collection of bad luck what no man can control, and we simply has to try again.



Loaded on a trailer and on the way from the plant to the landing

Along Frederick Sound. In the background near the center will be seen one of the many glaciers along this part of the route

With the *Racers* in the *Northwest*

Youthful members of the crew of Sandpiper II

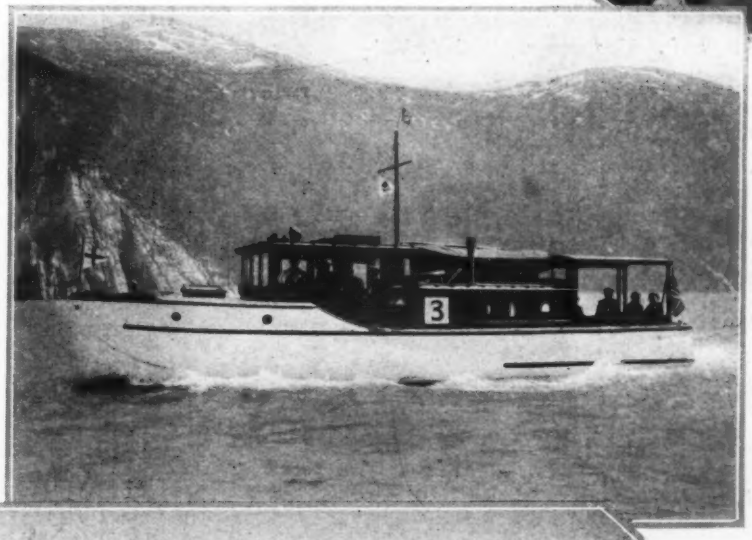
Near Wrangle Narrows in Alaska

The amateur Captains and Skippers of the competing boats taken upon their arrival at Juneau

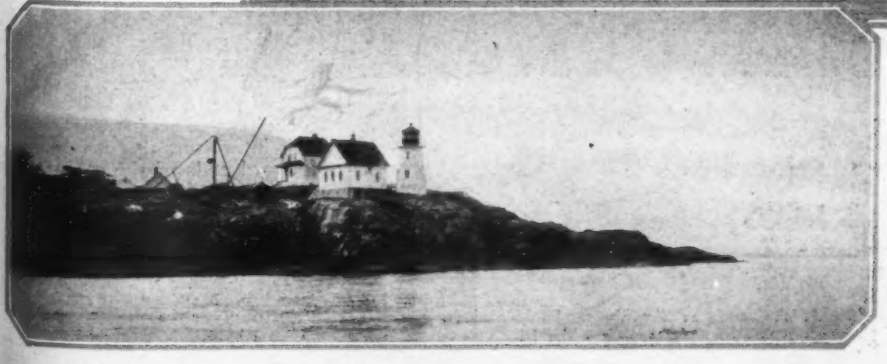
A view of Taku River looking North, typical Alaskan motor boating scenery

Views Along the Course Followed by the Skippers in the 1,045-Mile Race from Olympia, Washington, to Juneau, Alaska

Two winners, Captain John Pierce of Dell, winner of Class B, and Adolph B. Schmidt, owner of Winifred, winner of Class A



Sandpiper II, owned by Commodore F. S. Piper of Bellingham, Washington, winner of second place in Class B



The way the government has provided aids to navigation along the inland route to Alaska

WHIM III, the 56-foot high-speed commuter just completed by the Consolidated Shipbuilding Corporation

WHIM III, The Fastest Cruiser

Hydroplane Theory Successfully Applied to 56-Foot Cabin Commuter Permits Speed of 53 m.p.h. Despite Heavy Load

SPEED and yet more speed seems to be the order of the day among those who are not content to travel at an ordinary pace. A new 56-foot commuting cruiser was launched and tried by the Consolidated Shipbuilding Corporation a few days ago and attained a remarkable speed of almost fifty-two miles per hour. This boat, Whim III, lays claim to having made the fastest mile ever by a cabin craft. Her owner, Harrison Williams, and the designer, Albert W. Crouch of Tams and King, were on board at the time and were well pleased at her performance.

Whim III is a single step hydroplane with both longitudinal and transverse planes. It is a known fact that the hydroplane hull is the fastest type afloat today and many high speed records of racing craft are all held by boats of this type. The thought of applying the hydroplane theory to a large and heavy cabin craft is novel, particularly in America. In England the Thornycraft Company built a series of fifty-five foot hydroplanes which were used during the war as patrol boats and which were able to put out into the North Sea and stay there and at the same time were capable of high speeds.

The design for Whim III was carefully studied out and tests with models showed that a boat of this type, despite the weight of thirty thousand pounds, would have remarkable ability as a speed craft. As a result, Whim III is now the largest and fastest step boat of its type ever built. The power plant used to drive her are two of the high compression Wright Typhoon engines which develop about 650 h. p. at 2,000 revolutions. The hull itself embodies a novel type of construction. It is a double planked mahogany stiffened with Duralumin bulkheads, girders and floors.

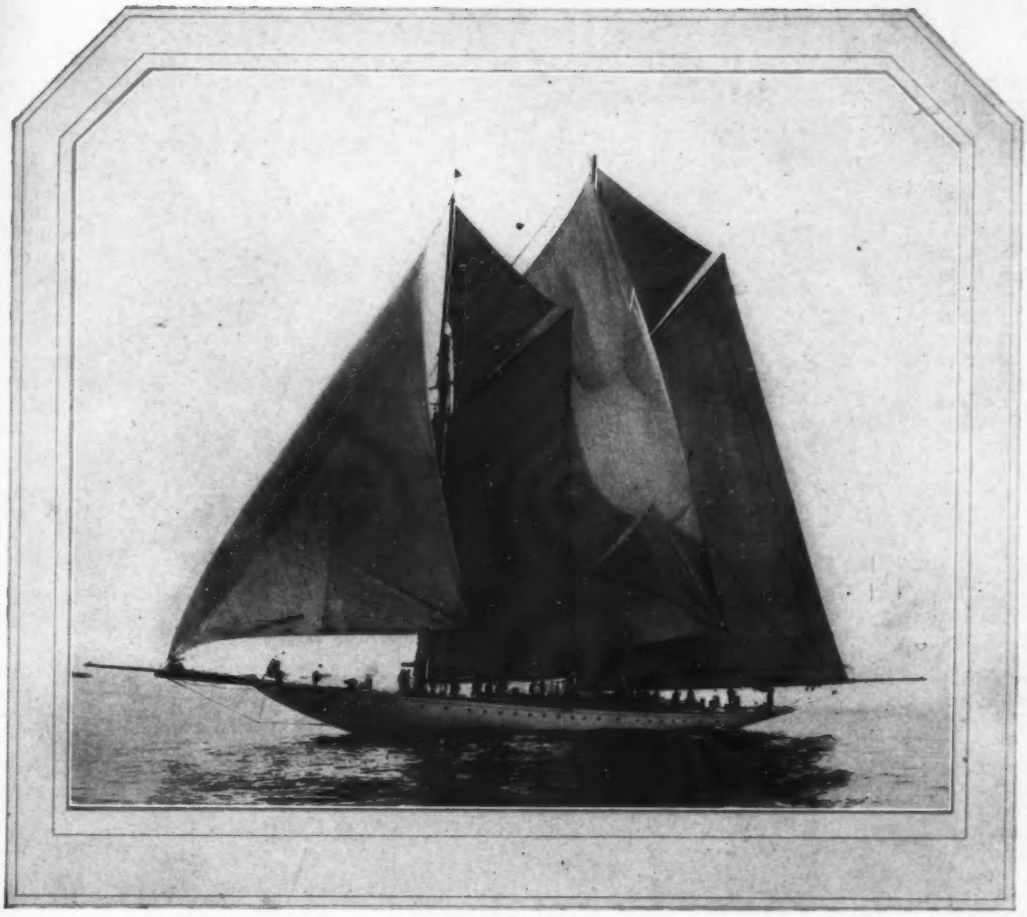
This new boat represents the last word in the high speed commuter and is to be used extensively by her owner for service between his country home and the city. Most boats of this type today are of the round or V-bottomed type which are being driven up to the maximum speed of the type. Very few of these have made speeds of more than forty miles per hour and the gain of ten or twelve miles per hour additional is worth the cost. The boats are not in the same class as racing craft as they are designed with ample cabin accommodations and substantial hulls. They are designed to run day in and day out with the utmost reliability and maintain their high speed at all times. Whim III has a comfortable cockpit forward where six or eight persons can ride and an adjoining cabin and bathroom. The engines are installed amidships with the steersman's position just forward of the engines. The after part of the boat has two smaller cockpits with a shelter cabin. It is interesting to note that the forward ends of the cabins and bridge are designed to act as wind deflectors to overcome the back draft at high speed.

During the tests of her speed ability which were made on the Hudson River Whim III was able to cover the measured Con-

(*Continued on page* 120)

Photographs by M. Rosenfeld

A. W. Crouch, naval architect, who designed the hydroplane cruiser Whim III



Photographs by M. Rosenfeld

Elena, owned by William Bell, which won the King of Spain's challenge cup for the large class

Pinta *Races to* Spain

Gales, Calms and Heavy Seas Lend Zest to Greatest Ocean Race Ever Sailed

By ALFRED F. LOOMIS
Navigator of the Pinta

Courtesy of the New York Times

TWO weeks of gorgeous westerlies, six days of heartbreaking easterly winds, four days of maddening calms—there's the story of the Spanish ocean race as sailed by the three schooners in the small class. Given such weather conditions yachtsmen will tell you there was no climax to the story. It was inevitable that Paul Hammond's lovely windward-working Nina should snatch victory from her less finely formed competitors.

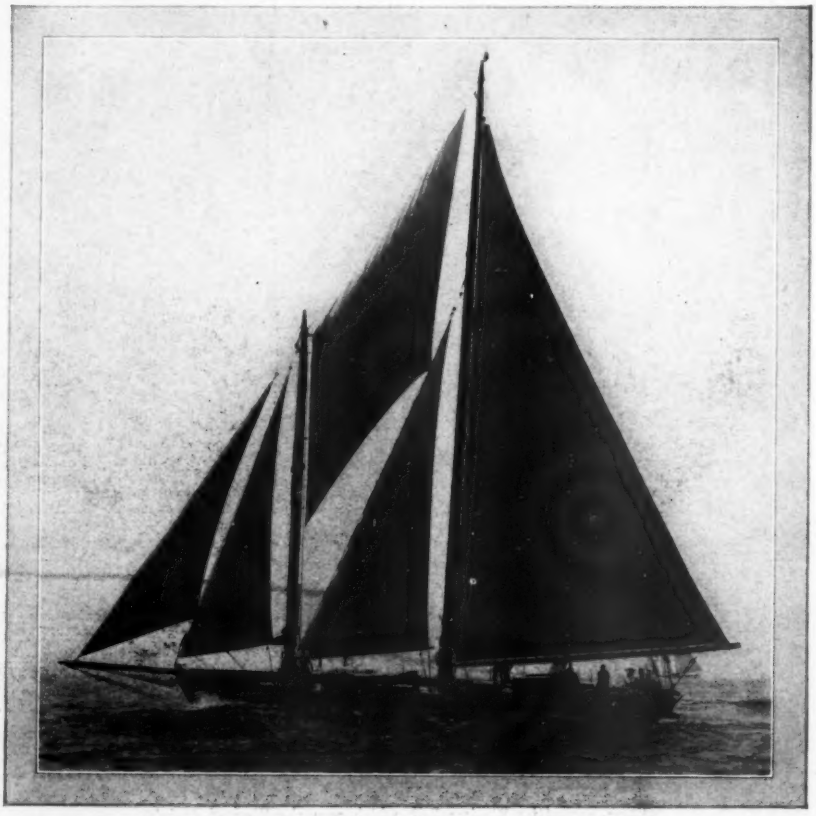
On the Pinta, smallest of the three, our hearts sank when, in the dying gasps of the easterly gale, we sighted Nina off the coast of Spain, astern but overhauling us three feet to our two. We carried on, but knew then that the determining ounce in the balance between victory and defeat had been laid down on the drafting board of the Nina's designer. This is not to detract from the demonstrated merits of the owner and the crew.

The Nina could tack through nine points to our eleven; she could knife out to windward in the lightest airs and the gold cup donated by Queen Victoria of Spain was hers by natural right. She worked out a lead of thirty-two hours in the last 108 miles in calm and contrary airs.

Arrived in Santander, I copied off the daily positions of the Nina and Mohawk and compared them with our own, and I have been sighing lugubriously ever since. The Pinta, the smallest vessel ever to race across the ocean, hung up a day's run that may stand as a record for all time. From July 4 to noon of July 5 we covered 253 miles. The Gulf Stream helped us marvelously, but we had the wind where we wanted it, and in daylight and darkness we averaged nine knots through the water.

The best run of the Mohawk, scratch boat of our class, was 231 miles, and that of the Nina 213 miles.

Our best ten consecutive days netted 1,872 miles, as compared with 1,781 for the Mohawk and 1,723 for the Nina. In fifteen days, carrying balloon jibs and spinnakers through squalls and summer gales, we worked out leads of 160 and 125 miles, respectively, over the Nina and the Mohawk. But why pursue this dismal subject? Ushered in by a day of flat calm, an easterly hit us and our glory departed from us. After eight days, the Mohawk, favored by a breath when we lay becalmed, worked ahead, and on the tenth day from the last of the westerlies the Pinta, deprived of her empty achievements, dragged in, a poor third.



Nina, owned by Paul Hammond, winner of the small boat class in the ocean race to Spain

There's a consolation for every loser and I derive mine from thinking of the gallant Pinta as the stormy petrels saw her during those astounding days and moonlit nights of westerly weather. Along lonely lanes between steamer routes we ran for six days without a sight of other vessels, and for the better part of those six days we carried the following aggregation of canvas: Mainsail, maintopsail, balloon main topmast, staysail, foresail, balloon jib and spinnakers. Here was three times Pinta's working canvas and here was the wind dead over our stern or port or on the other quarter blowing with sufficient strength to force a cruising schooner down to four lowers with single reefs in mainsail and foresail.

I don't claim we carried on harder than our competitors. On a given day petrels, being active birds, may have worked back a hundred miles to watch the Mohawk under same conditions carry light weather kites and back another fifty to behold with amazement the balloon jib of the Nina—an incredible half acre of light stuff, hoisting not to her foremast, but to her mainmast truck some eighty feet above the water.

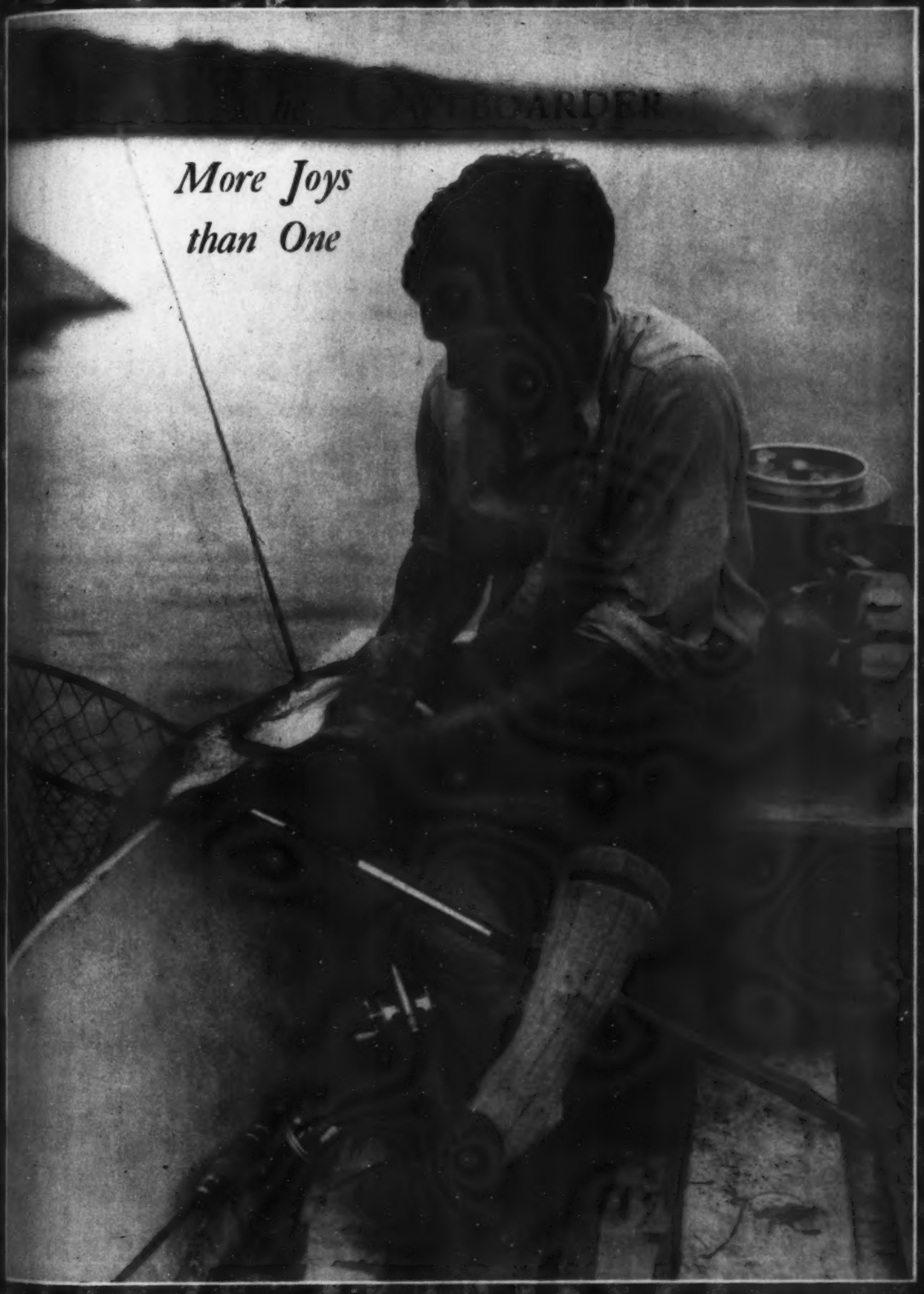
Many a time looking aloft at the Pinta's eager swelling sails or watching with mild trepidation her spinnaker pole bending like a willow wand dipping within inches of a wave crest, or listening to the mad voice of the sea as we roared down the back of a comber, or feeling the wind on my left cheek when I should have felt it on my right—many a time I estimated the strength of the slender preventer stay stretched taut from our weather quarter to the mainmast head and wondered who would pick us up when it parted and our sticks went by the board.

The stay held, but one night a five-eighths inch wrought iron hook coupling it to the hemp tackle, straightened out like so much taffy. For a single instant the entire foreward pull of our mountainous canvas was taken by a runner or secondary backstay. Then its support also opened out; the ship shook as if she had run aground. Now only hope and the marvelous strength of our mainmast sustained us in the race. But these two essentials of ocean racing kept faith; while our helmsman brought the shuddering ship into the wind all hands staggered on deck to lower the sail. The mate, with bleeding hands rove in wire, seizing and restoring the preventer stay to its vital duty. The crisis passed and we hoisted sail and bore away, but in those tremendous moments we all tendered thanks to the indulgent goddess who watches over racing mariners.

On the score of navigation in the race I have almost no regrets. Almost. The Pinta's track chart shows that our course, mapped out after weeks of study and maintained with but minor deviations, kept us south of Nantucket calms and out of the Labrador counter current farther eastward. It carried us into the strength of the east-going Gulf Stream to point B, where transatlantic liners swing north, and edged us up away from the Doldrums of the Azores. In hard westerly winds it gave us 200 miles of weather berth on Santander, brought us within 300 miles of the point from which I fatuously expected to swoop down on the finish line. Then *antanblanc,* as the French call a high barometer, an easterly that funnels out the Bay of Biscay, appeared. At the risk of being thought a whiner I ask plaintively why nobody told us that this antanblanc once started blows for weeks on end? Over here it is commonplace. On the American side not even Government publications rate it seriously. Of the eight boats in both classes only the Elena had foreknowledge to reach half way up to Ireland before slanting down to snatch victory from the world-famed Atlantic.

Well, antanblancs still are with us, and the Spanish ocean race has proved again what every blue-water yachtsman already knew—that a determined owner, hard-fighting crew and a vessel that will work to weather are an unbeatable combination.

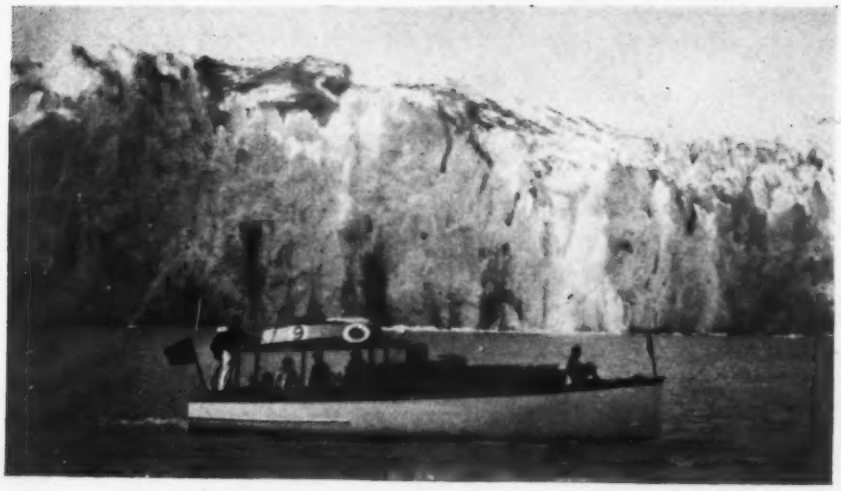
Starling Burgess, designer of the Nina; Paul Hammond, her owner, and every man of her indomitable crew now rest secure in yachting's hall of fame. We losers on the Pinta and the Mohawk solace ourselves with the thought that we did our best and that we have played parts in the grandest ocean race that has ever been sailed.


More Joys
than One


Sundown at the Landing


The Lookouts
Shore Ahoy


Another Beauty



Dell, the Scripps powered cruiser owned by E. J. Thompson, which won the Capital to Capital Perpetual Trophy

Racing North of 54

Sidelights and Incidents of the Thousand Mile Race from Olympia to Juneau and the Experiences of the Crews of Winifred and Dell

RACING in cruisers North of Fifty-Four in boats intended for the waters about Olympia, Tacoma, Seattle, Bellingham and other places on Puget Sound gives a thrill that those who participated in the Capital-to-Capital, or Olympia-to-Juneau race, which was described in August MoToR BoatinG, had often dreamed about as they made their excursions of 100 miles or more, or perhaps ventured into British Columbia. But those who had dreamed such dreams of a dash through the reaches far up the inland waters on the route from Olympia, Washington, to Juneau, Alaska, found the reality far more exciting than the speculation as to the sensations.

That race has passed into history and the Olympia Yacht Club, which sponsored the event; the Chambers of Commerce of Olympia and Juneau, which backed the project, and all the good people who aided in any way have been congratulated and have the knowledge of work well done. There were ten boats that started from Olympia on June 26 at 12:30 P.M. and there were ten boat crews in line at Juneau for the Fourth of July celebration. It was a 100 per cent. race, although Maidee, Captain Jack Powers, of Tacoma, was forced out when owing to engine trouble accepted a tow from Snohomish, the Coast Guard escort.

Details of the race, the winning of the various events, the Juneau reception, the loafing trip home and all of that has been told and is being told and will be told again and again, for it was the first event of its kind and the longest such race ever held on the American Continent. Those are the things that interest the experts who check engine performance, decide on the type of boat that is best handled in the different kinds of weather; they will tell how many revolutions per minute are made, how many gallons of gas are burned at each speed, and such like.

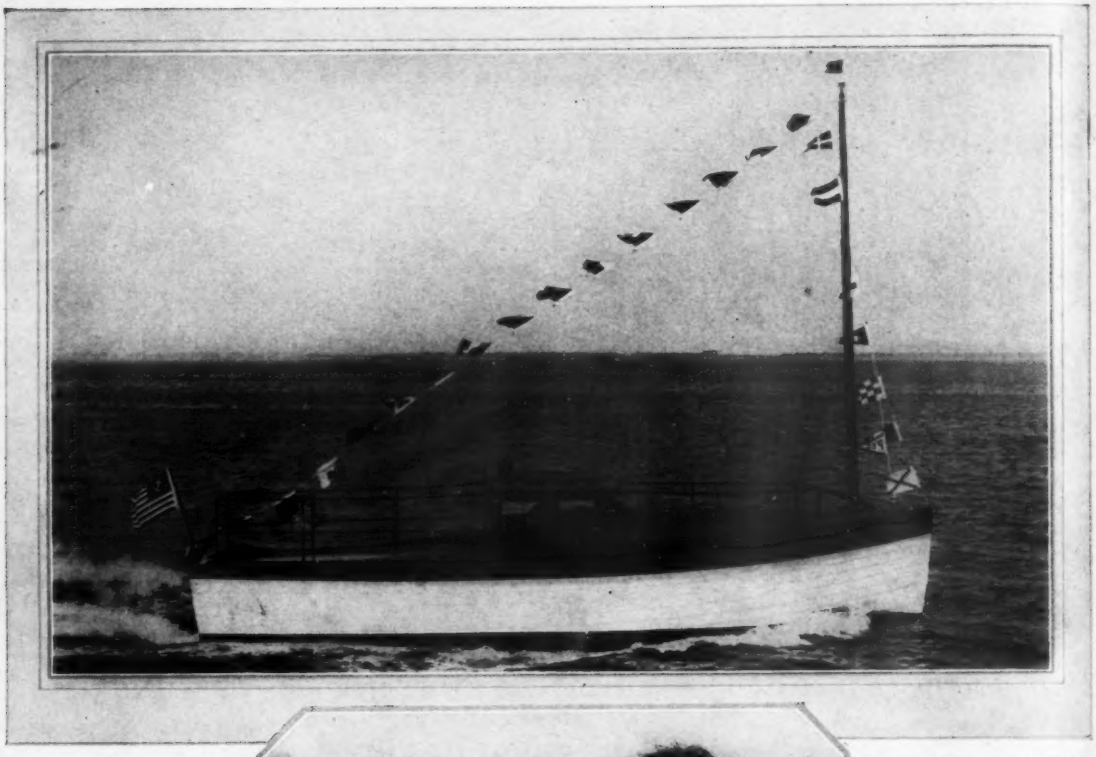
A. D. Schmidt, owner of the cruiser Winifred, winner of Class A

But there was romance behind the trip and those who journeyed North in that epoch-making race have tucked away in their memories happy incidents which they will enjoy for many, many years to come. Few know that Adolph Schmidt, of Olympia, who runs the Hotel Mitchell in Olympia, the Olympus in Tacoma, the New Washington in Seattle, the Leopold and Henry hotels in Bellingham and the Mt. Baker Lodge, that newly-developed playground near Bellingham, and who finds time for many other things in the business world, and John Pierce, of the Hotel Olympian, at Olympia, in the race have realized a boyhood dream. Adolph and the old motor boat Montana made history for Olympia and Tumwater in the early days. His boat was known far and wide and he was famed as an able skipper as well as mechanic.

John Pierce and his little Pie-Rat had cruised as far as Vancouver and Victoria and he had scouted out the whole part of the Sound near his home port, Olympia. Adolph and John had long talked of such a race as that from Olympia to Juneau. So they who had worked to make it come true were entered, Adolph handling his own boat, Winifred, while John was skipper aboard Dell, owned by E. J. Thompson, an Olympia business man. It might be mentioned here that originally Adolph built Dell, which was later sold to Thompson.

So as the two craft started North from Olympia along with the eight others in the race, it was but natural that each should be interested in the other. Dell rated 8.7 knots and Wini-

(*Continued on page* 124)



This standardized Kermath powered Banfield, built with a cruising range of 2400 miles is now well on its way to Spain

Photographs by M. Rosenfeld

Charles Banfield and George V. Brothers, owner of the craft, are taking her across. John A. Brothers is the third member of the crew

Stock Cruiser Crossing Atlantic

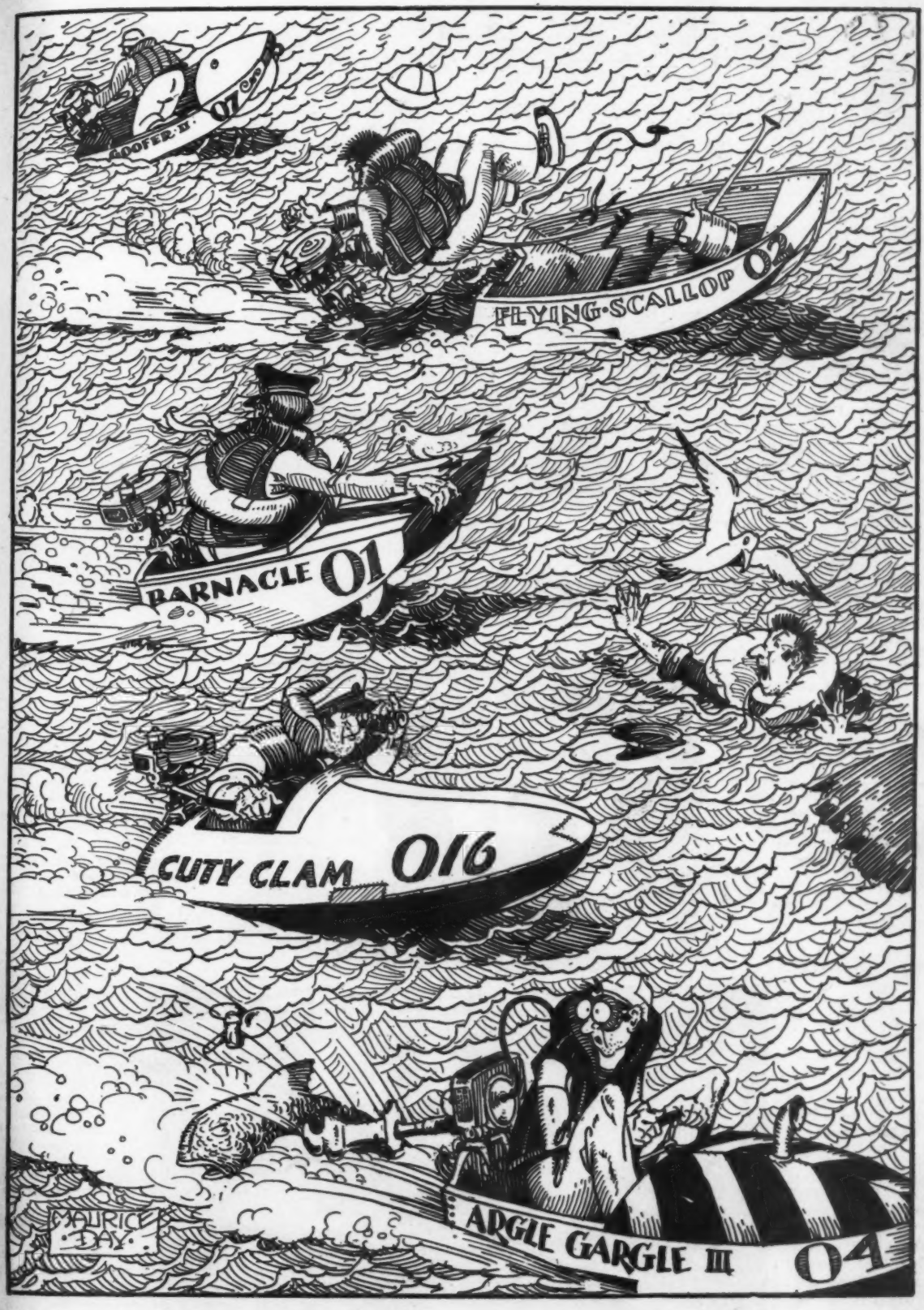
Standard Banfield 32 with a Cruising Range of 2400 Miles Is Heading for Spain by Way of the Azores

ON August 15th at noon three men set out from New York in an attempt to cross to Spain in a 32-foot Banfield cruiser. In the major details of her outboard appearance she was no different from the many other thirty-twos which have gone down the same ways. As a matter of fact she had all the seagoing capabilities of a good-sized ocean-going yacht.

She was built in response to her owner's demand for a small cruiser of moderate power which would be able to negotiate long voyages under the same conditions as would be encountered on a transatlantic trip. And by introducing certain modifications which the very nature of such service demands, Banfield has produced just such a cruiser. The hull is a stock thirty-two and in no way different from the regular type Banfield. Naturally, the forward cockpit has been omitted and the forward deck is flush to the cabin. Also there is no after cockpit, the craft being entirely decked over aft with a very sturdy pipe rail enclosing it. This gives a trunk cabin effect with the well amidships a little deeper than usual. The deck house, as can be seen in the illustration, is all enclosed and is the same as is found on all the Banfield thirty-twos, except for the fact that the forward windows have been replaced by five stout port lights—a precaution not absolutely necessary but nevertheless very wise. Provision has also been made for stepping a mast forward on which a little steadying canvas can be carried. The forward deck is clean except for pipe rail and a deck plate.

The power plant in this cruiser is somewhat smaller than usually supplied but this has been installed for the consequent fuel economy which makes possible long runs.

The fuel capacity of this (*Continued on page* 112)

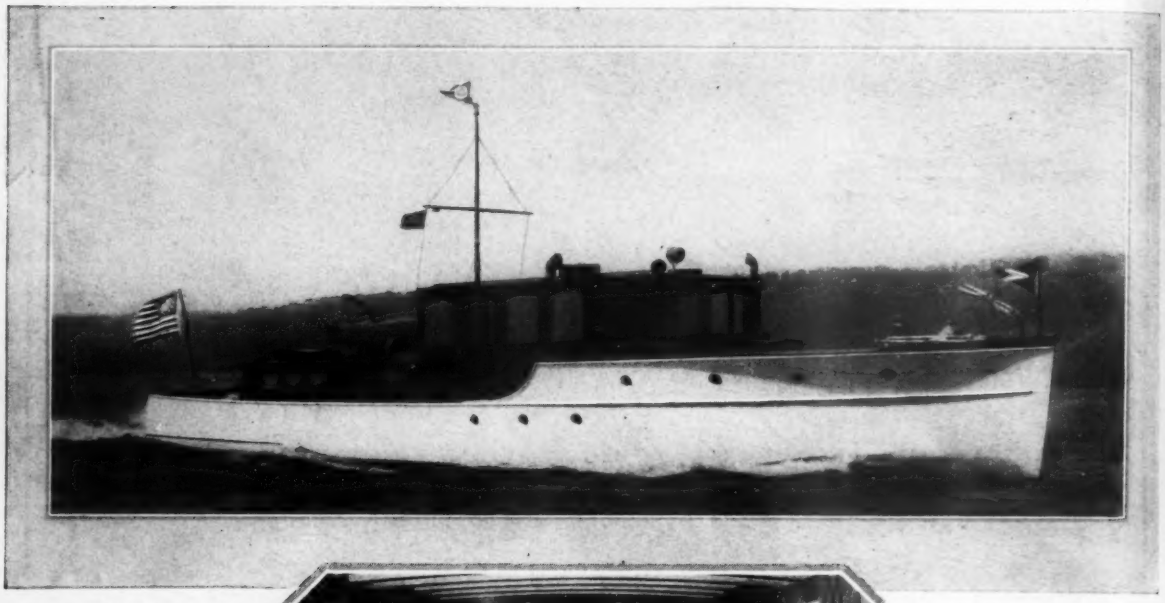


The Outboard Race

Spectators at outboard regattas are not all impressed with the thrilling speed. Our artist was amused at many incidents which occurred at some of the races he has attended, and has drawn for you some of the sights which appealed to him the most

DELTA—*A Sea Going Cruiser*

Sixty-two-foot Heavily Constructed Yacht Built by Consolidated for Paul H. Deming of Detroit



Photographs by Rosenfeld

A portion of the owner's quarters of Delta in the after cabin. These consist of a large double cabin with a connecting toilet room

Delta is 62 feet long, 11 feet 6 inches beam, and was built for Paul H. Deming of Detroit by the Consolidated Shipbuilding Corporation, New York. She is of the heavily built, seagoing type and able to go most anywhere

As is usual the deck house is built of mahogany inside and out. It is used as a lounge and dining saloon. Galley and crew's quarters are forward, with engine space under the deck house

The machinery installation consists of two 170-h.p. Speedway engines which are able to drive her at a top speed of 21½ m.p.h. Finish and equipment throughout follow Consolidated's characteristic style and quality

Boating on Arctic Waterways

The Search for the Old Route of the Explorer Mackenzie Continues by Steamer, Rail and Gas Boat Over the Rapids of the Athabaska River

By LEWIS R. FREEMAN

Author of "In the Tracks of the Trades," "By Waterways to Gotham," "Down the Grand Canyon," "Waterways of Westward Wandering," etc., etc.

CHAPTER VI

From the Peace to the Athabaska

THE total length of Rocky Mountain Canyon is about twenty miles over most of which distance the Peace flows swiftly between steep banks of shale or sandstone. The fall between the head of the canyon and Hudson's Hope is estimated at two hundred and seventy feet, the heaviest rapids being in the upper section. There is vast power running to waste here, tentative Government figures reckoning 80,000 horsepower at the minimum stage, and 250,000 horse-power during the six months of heaviest discharge. Unfortunately the fall is so widely distributed through the whole length of the gorge that commercial development would only be justified by such an industrial market for power as the Peace River valley can hardly offer for half a century. Similar conditions will also operate to make very remote the development of the 25,000 horse-power that could be harnessed at Vermillion Chutes, where the Peace River has a fall of thirty feet in two miles.

Before leaving Hudson's Hope I made by horseback the journey over the portage road to the head of the canyon. The distance is fourteen miles, with the route —for reasons I pointed out previously—probably following very closely that of the ancient trail used by the Indians from before the time of Mackenzie. A little less than half way a sign indicated that a grass-grown road turning off through the jackpines to the left, led to The Coal Mine. This was the name, our guide informed, given to some prospect holes on the river where a seam of coal cropped out. Analysis had proven this of good grade, but prohibitive conditions of transport had precluded further development. Moving by road was too costly a dozen times over, while the single barge that had been sent down the canyon at high water had lost most of its load in addition to being all but banged to pieces.

To my regret there was not time to visit both the coal mine and the head of the canyon. My regret was not because I felt capable of offering any solution of the transportation problem, but rather because something that Mackenzie wrote would seem to point strongly to the fact that this was the very point at which he had been forced to leave the canyon and begin his portage. The passage in question reads as follows:

". . . . the river is not more than fifty yards wide, and flows between stupendous rocks, from whence huge frag-

Typical Indians at Fort McMurray dressed up in their finery

Canadusa, the gas boat of the Hudson's Bay Company at Fort McKay

ments sometimes tumble down, and falling from such an height, dash into small stones, with sharp points, and form the beach between the rocky projections. Along the face of some of these precipices, there appears a stratum of bituminous substance which resembles coal; though while some of the pieces of it appeared to be excellent fuel, others resisted, for a considerable time, the action of fire and did not emit the least flame."

The explorer's further description of the place at which his men, in imminent danger of falling into the boiling river below, hauled the canoe up the rocky cliffs, is so explicit in detail that every chance should be in favor of locating it with comparative exactness. It is possible even, in the event that the fires which have repeatedly swept the plateau above did not ravage the rocky canyon walls, that stumps from the original cuttings will have survived. I have seen stumps of almost equal age along the route of the old Athabaska Pass trail, while at historic Boat Encampment, on the Big Bend of the Columbia, there are unmistakable traces of the axe-work of David Thompson's men when they built the craft in which the great astronomer-explorer tried to beat the John Jacob Astor party to the mouth of the rolling Oregon.

Always keeping lower and nearer the loop of the canyon, the swath Mackenzie cut through the forest for his canoe will hardly have touched the present road until it came again to the river, "some hundreds of yards above the rapids of falls." Much of the way had been cleared laboriously through the fallen trunks of trees burned down in a previous fire. With scores of conflagrations running over the same section since, there is no chance that any evidences of this work will have survived.

As a consequence of having to lend a hand in clearing the way, Mackenzie did not have opportunity to measure the distance of his portage. He did, however, conclude that

". . . . the Indian carrying way, whatever may be its length, and I think it cannot exceed ten miles, will always be found more safe and expeditious than the passage which our toil and perseverance formed and surmounted."

Rocky Mountain Canyon is not one of the Judas gorges like so many of those of the Colorado and the Columbia, which lures the voyageur with a welcoming kiss, only to grind his craft to pieces after he has passed by a fair portal to the treacherous falls below. From its very head a thunderous tumble of rapids broadcasts to all whom it may concern a warning that can be heard for miles. Even a drifting log rarely enters the canyon without circling for days in the wide loop of slack water immediately above. Before the rocky barrier at the head of the gorge was worn or broken down there was a lake here that must have backed up into the valley for a considerabel distance. The fall of the river is still so slight that it will be possible to establish steamer navigation nearly if not quite all the seventy miles to the forks if there is ever traffic to warrant it.

Allowing for the difference in the stage of the water, Mackenzie's description of the head of the canyon might have been penned the day of my visit.

"About two hundred yards below us, the stream rushed with an astonishing but silent velocity, between perpendicular rocks, which are not more than thirty-five yards asunder: when the water is high, it runs over those rocks, in a channel three times that breadth, where it is bounded by far more elevated precipices. In the former are deep round holes, some of which are full of water, while others are empty, in whose bottoms are small round stones, as smooth as marble. Some of these natural cylinders would contain two hundred gallons. At a small distance below the first of these rocks, the channel widens in a kind of zigzag progression; and it was really awful to behold with what infinite force the water drives against the rock on one side, and with what impetuous strength it is repelled to the other: it then falls back, as it were, into a more strait but rugged passage, over which it is tossed in high foaming, half-formed billows as far as the eye can follow it."

We found the river, swelled by the summer flood, pressing hard against the "more elevated precipices" mentioned above. It was only with much care and difficulty that we could press along the base of these walls to a point a hundred and fifty yards below the portal of the gorge. Most of the pot-holes were submerged, but the few that showed above present water-level could have been but slightly changed from the time of Mackenzie. A mere century or two counts as next to nothing in the slow sculptural grinding of the mills of the river gods.

Fort McMurray at the head of navigation on the Athabaska

A scow running the Brule Rapids of the Athabaska

There is no record of anyone having run, or even having attempted to run, Rocky Mountain Canyon of the Peace. If, as I was assured, the several hundred yards of rapids at the head are the worst in the gorge, I would be inclined to believe that this could be done by using the same type of decked-over one-man boats that have been so successfully employed in the canyons of the Colorado. Such a boat, well handled, would survive all of the rapids I could see from the point to which I climbed, but only if kept to one very tortuous and restricted channel. If any worse water awaited it around the bend below there would be trouble. In any event, skilled use of the line should effect the safe passage of all points which proved to be too rough for running.

It is interesting to note that the head of the canyon was the place at which Mackenzie had been warned he would find a sheer cataract blocking his way.

"The young men informed me that this was the place where their relations had told me that I should meet with a fall equal to that of Niagara: to exculpate them, however, from their apparent information, they declared that their friends were not accustomed to utter falsehoods, and that the fall had probably been destroyed by the force of the water. It is, however, very evident that those people had not been here, or did not adhere to the truth."

Since the eye of even a geological novice can see how there must have been a great fall when the portal of the gorge was blocked by the barrier backing up the prehistoric lake, is it not credible that the story of the Niagara against which Mackenzie was warned had its origin in a tradition handed down from an earlier race that knew such a cataract?

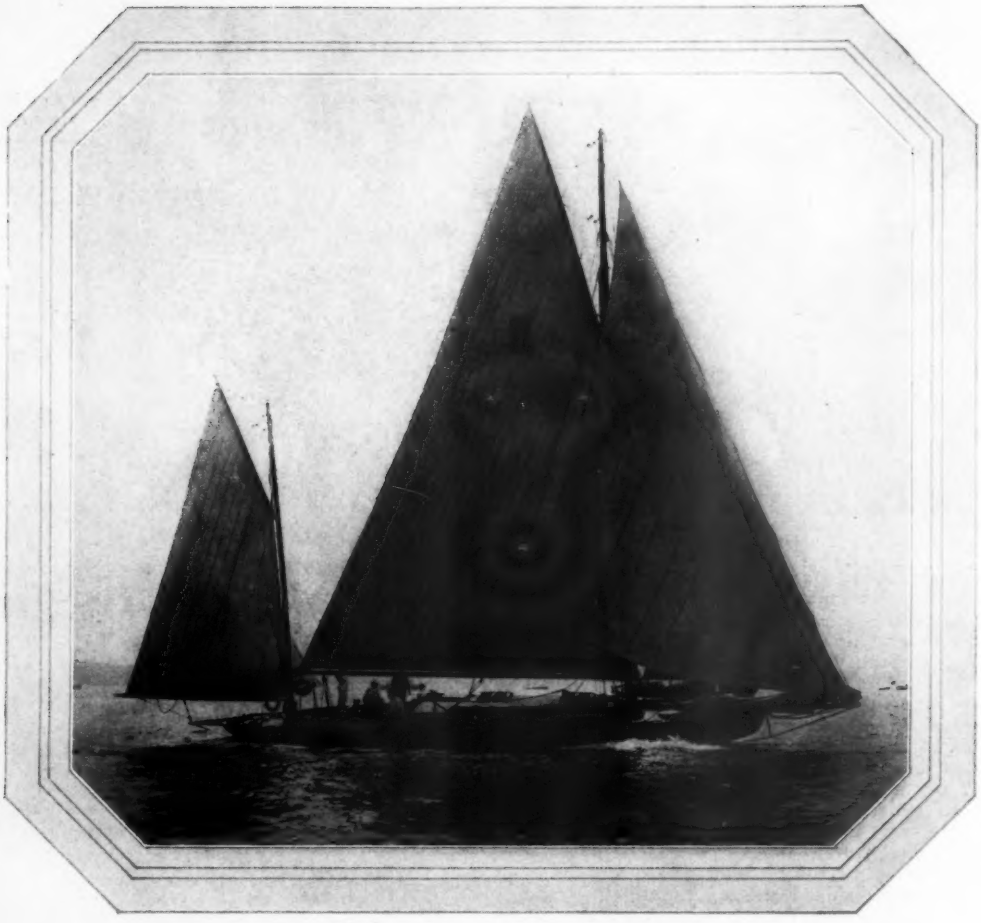
* * *

Leaving the trail of Mackenzie at the head of Rocky Mountain Canyon, from whence the explorer had pushed on over the Continental Divide to the Pacific, I returned down the Peace in the expectation of finding at the Crossing the boat and motor which I had planned to use in continuing by that river to the Slave and beyond. With this outfit still entangled in Customs red-tape somewhere between Vancouver and Edmonton, there was no alternative but to swing round by rail to the Athabaska and make the voyage to the Arctic and back by steamer.

There were two reasons why this modification of plan was far from unwelcome: one was that my visit to the Peace had revealed beyond doubt that mosquitoes and flies would make twenty-four hours a day in the open almost unbearable for another five or six weeks; the other that the use of steamers both ways on the Athabaska-Slave-Mackenzie route would assure my getting back to Edmonton early enough to have an excellent chance of boating the Saskatchewan-Nelson route to Hudson Bay before the latter river was locked fast in the grip of winter. The fact that motor craft of all descriptions would be available at every point on the voyage at which there would be time to use them reconciled me to deferring the employment of my own outfit until it was time to begin the long unbroken run down the historic old voyageur route of the Saskatchewan.

The boat-train to Waterways was described to me in Edmonton as being very much like the tri-weekly to Peace River, "only more so." The latter is an all-passenger; the former is described as a mixed, and well lives up to the description. We had everything from sleeping and dining cars to cars of cattle, buffalo and baled hay. I have seen longer trains on a level prairie, but never anything to compare with it in a country where the track had frequent curves and grades. There were several places where fairly sharp S curves made it possible to see the engine out of a window of one side of my sleeper and the middle cars of the train from an opposite window. I watched for a place where it was claimed another intermediate segment of cars was added to one side or other of the picture but had to give up the vigil to keep out the mosquitoes.

Worried onward by only one engine, such a train was necessarily somewhat deliberate of progress. An incident which occurred just as we were pulling out of Edmonton might be taken either as illustrative of that fact or of the celerity with which the Hudson's Bay Company is capable of moving in emergency. Among the passengers for the Mackenzie was Mr. Watson, the head of the Purchasing Branch of the Fur Department of the Company. The starting signal had already been made when a wire was handed him through the window stating that the Distributor was short (*Continued on page 70*)



Rissa, the auxiliary ketch owned by Seward De Hart of the Harlem Yacht Club, winner on corrected time

Rissa Wins Auxiliary *Race*

Annual Limited Gasoline Contest of Bayside Yacht Club Provides Fast Racing for Large Fleet of Yachts

THE growth in popularity of the Bayside-Block Island Auxiliary Race is well evidenced by the increasingly large number of boat owners who tried the trip this year. The race was scheduled to start on Friday afternoon, August 3rd, and twenty-nine big, powerful auxiliary craft set sail from the starting line near the Bayside Yacht Club to make the journey to Block Island and return. The round trip is figured at 225 nautical miles and the winner, Rissa, owned by Seward De Hart of the Harlem Yacht Club, made the entire journey in just a little under thirty-six hours elapsed time.

This race is the only one to have developed a set of handicapping rules which apply to it exclusively. The race committee of the Bayside Yacht Club has devoted much time and thought to the problem of allowing the auxiliaries a reasonable amount of fuel which is to be used in addition to the sailing ability and to the best advantage of the boat, as the skipper may decide. The allowance in the formula as used in 1928 is as follows. The number of gallons of gasoline is equal to the square root of the load water line length multiplied by the sum of the load water line length, the extreme beam, and twice the free-board; the product being divided by thirteen and the answer being in quarts to the nearest quart. Special provision has also been made to consider the necessary fuel allowances for engines of the Diesel type as well as engines with reduction gears. It is required that all boats arrive at the club with tanks empty and then receive their measured quota of fuel for use during the contest. The time allowance for the race is figured at twenty minutes for over all foot for all rigs except single-masted yachts and which, for the purpose of handicapping, have five per cent added to their over all length. The study and research of the race committee gradually brought this formula for fuel and handicapping down to the point where it seems to suit the average conditions most exactly. It does not always happen that the weather conditions for this race are as good for sailing purposes as they were on this particular

occasion. The wind was most favorable and fast times were made. At this time it is not possible to say whether the boats consumed allowable fuel supply or whether the strength of the breeze was such as to make this unnecessary.

Rissa, the winner, found conditions throughout the trip very much to her liking. She drove down the sound and finished the 225-mile course in an actual time of 35 hours, 55 minutes and 12 seconds, which is equivalent to six and one-quarter knots. She received also the very liberal time allowance so that she became the winner of corrected time. Little had been known of her ability prior to this race and her victory was somewhat unexpected, as other and better known boats were regarded as the more probable winners.

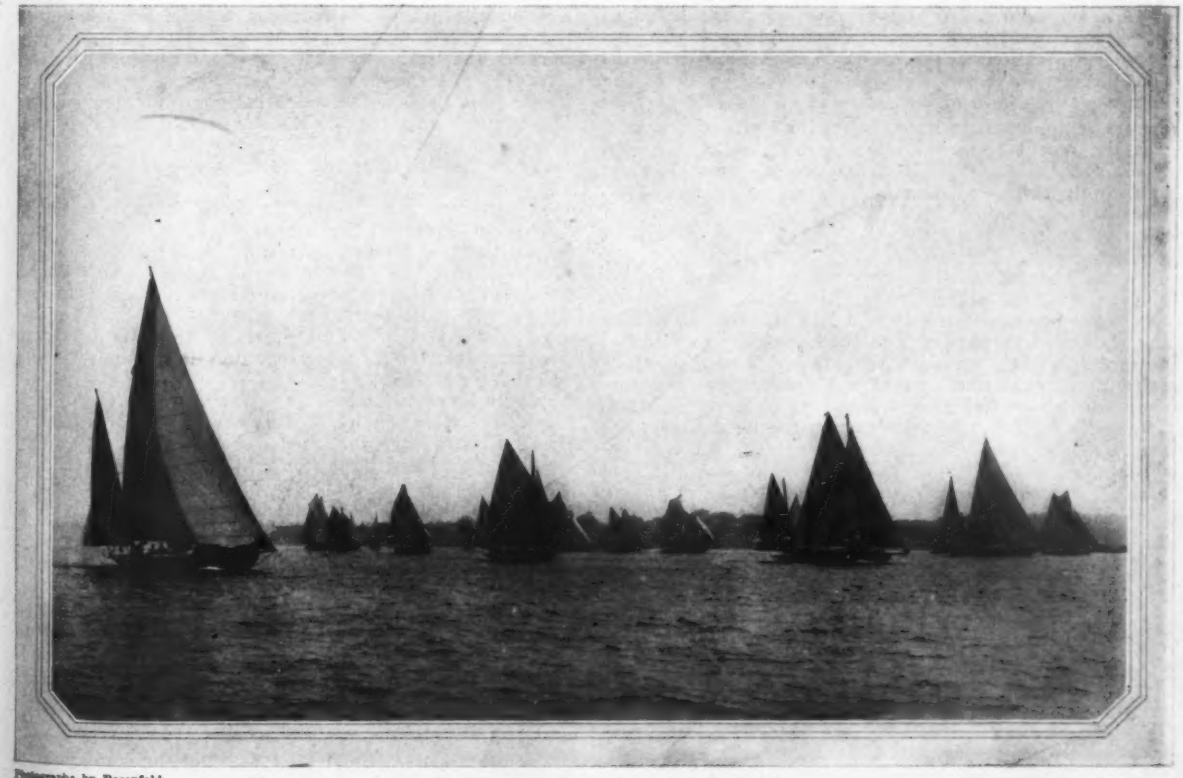
The next boat to finish was Gleam, owned by C. V. Kozlay, of the New York Athletic Club. This boat had made the trip to Block Island only a few weeks before in the race of the New York Athletic Club and her crew were thoroughly familiar with the waters up and down the sound. She secured second place on corrected time.

Perhaps the most spectacular performance of the entire race was the wonderful run made by Robert Bavier, of the New Rochelle Yacht Club, in his big ketch Dragoon. She drove down to Block Island and back at a tremendous rate and actually finished the race before the committee was expecting any boats and before any preparations for receiving them were complete. A steady look-out had been maintained for the possibility of some boat finishing early, although it was far beyond the wildest expectations of the committee to see Dragoon sail into sight at 8:26 p. m. on Saturday. This made her elapsed time 31 hours and 26 minutes, or a speed of seven and one-tenth knots. The time made by Dragoon is the fastest in which this course has been covered since the race was initiated nine years ago. It is said that Capt. Bevier took full advantage of the tides on the sound and was fortunate in that the tides favored him whenever the wind was blowing feebly so that his progress was uninterrupted. In going to the eastward he carried an ebb tide as far as Rocky Point and took further advantage of the currents to the south end of Block Island. After turning around the island Dragoon found the flood tide going through the race which was carried well down the sound. The freshening southwesterly breeze that prevailed during the evening hurried her along still further so that she crossed the finish line with all sails set and pulling strong.

The very early finish of Dragoon led Skipper Bavier to believe that it would not be possible for any other boat to finish within the time limits of her handicap and he celebrated a somewhat premature victory. He was unaware at this time that Rissa was so closely behind him and their disappointment was keen when they finally learned that, despite their record-breaking trip, they had not secured better than fifth place. Skipper Bavier was suffering from a bad case of neuritis, but he nevertheless was at the helm of his boat for the greater part of the run.

The third place was taken by Kumalong, owned by Commodore J. W. Ripley. He had as a crew a number of expert commodores and others and it has been said that the great array of talent carried on board did not always agree, and as a result, her chances were cut down on several occasions as she was well within her time allowance during the easterly run. Valador, the fourth boat on corrected time, owned by J. S. Dickerson, made a fine run down the sound and back and, although she did not have a very large handicap, she managed to secure a good place.

Tigress, owned by George B. Drake, was only able to secure sixth place on corrected time, although she was the third boat to complete the course. Mishaps to some of the boats, while not serious, were enough to destroy their chances of winning. For example, Tigress ran afoul of a lot of lobster buoys which snarled up her propeller and reduced her speed under auxiliary power greatly. Ordinarily a mishap like this would be treated lightly and some member of the crew would go overboard and clear away the snarl. In a race, however, time is too precious to permit of swimming exercises, particularly in the darkness (*Continued on page* 88)



Photographs by Rosenfeld

Most of the fleet of 27 starters shortly after the gun, all heading to the eastward

Photographs by M. Rosenfeld.

Start of the cruiser race at the Miles River Regatta

Racing, The Popular Sport

Remarkable Interest in Motor Boat Contests Shown by the Large Attendance of Specators and Competitors at Many Regattas

RACING has taken hold of the boating public as never before. Wherever one goes one hears of racing, and most popular in this group is the outboard. All sections of the country report a most remarkable interest in these little boats and the youth of the land has taken hold of that sport in an amazing way.

One of the most strenuous races for boats of this kind was the recent Battery to Red Bank race of the Red Bank Yacht Club. While the distance was not only long, being only thirty-two nautical miles, the severe conditions in the harbor of New York at about noon time on a busy Saturday made this one of the most difficult of all these races. Twenty-five boats started and of these, only five succeeded in finishing the course in a reasonable time. Two other also arrived later, the delay in their case having been due to a lack of familiarity with the waters of the harbor and their inability to find the correct finishing point. Passengers on all of the harbor ferries and ocean liners which sail about noon on Saturdays had a wonderful opportunity to observe this race. The early boats made the journey to the Battery, the starting point, under their own power during the morning and when the race actually got under way the fleet of little boats had to weave its way in and out among the ocean liners on the way down the harbor. In addition to the heavy swell caused by the normal harbor traffic, a stiff breeze was blowing and this further augmented the seas, so that the conditions were most difficult. The winner proved to be Kirt Schenke, of New York, who finished the course in one hour, ten minutes and twenty-two seconds. His boat was owned by Daniel Engle, of Keansburg, and it is reported that he had to make several stops during the course of the run to refill gasoline, change plugs and other attention. The second boat was Elconsaire, owned by F. C. Smith, only thirty-four seconds behind the winner, while Also Ran, owned by Bernard C. Heart, was third in 1:23:59. Adolph Goebel's little boat Teapot Dome and Playmate, owned by Theodore Roberts, were fourth and fifth and finished within two minutes of each other.

Baby Ruth, driven by Stanley Reed, winner of the 151 hydroplane event at Buffalo

After the conclusion of the race from the Battery a program of other races were started on a course in from off the Red Bank Yacht Club. A runabout race for boats under one hundred horsepower was won by Chris Craft Cadet, driven by A. Lustbaum, of Long Branch. The outboard race for class B boats was won by Carl Schwenker, of Red Bank, while the class C outboard race was won by Impish, driven by C. J. Allen, of Plainsfield. Another free-for-all outboard race was won by Miss Monmouth, driven by C. C. Alexander, of Red Bank. The larger runabouts of over one hundred horsepower also raced and this was won by Zig Zag, owned by John McCurrach. A Red Bank is in the center of the sea skiff zone and many of these boats are in use by fishermen and others. As there was no other suitable way to classify these, they were separated in two classes according to whether the engines were of the single or dual valve type. The single valve race was won by Splash, owned by William Kendrick, while the dual valve was won by Lucky, driven by I. Voorhees. A cruiser race went to Natalie, owned by Mrs. Kimball, while a free-for-all speed boats event was taken by Rascal, owned by Pierre A. Proal, of Red Bank.

The Regatta at Buffalo

The Buffalo Launch Club played host to visiting yachtsmen on the occasion of its twenty-second regatta about the end of July. For the races two different courses were used, one of them being the five-mile course for the larger boats and the other a shorter course of two miles. This had sufficient turns so that the boats were always in sight of the large number of spectators and the thrilling speed of the little outboard kept the excitement at high pitch. Racing in the 151-inch hydroplane and runabout classes brought out a few boats which also supplied good competition. It seems that owners of fast runabouts are not particularly anxious to take part in races, as only seven of this type competed in the runabout event. There must be nearly as many runabouts eligible for racing as there are outboards and it seems strange that fields of four or five runabouts are the usual thing for races of this class and thirty to thirty-five are common in the outboard class.

The outstanding winner in the 151 hydroplane class was Baby Ruth, driven by Stanley Reed. He was successful in securing first place in the two different heats which were run for these boats and was awarded the Hotel Statler Trophy for his effort. Second place was taken by Little One, owned by R. C. Sheldon. Seven different boats were entered and took part in the five different heats which were run. A race of fifteen miles length for free-for-all runabouts was takn by Cutis Wilgold, owned by Reginald Williams, and at a speed of 39.2 m. p. h. Holomar, owned by Frank Webster, was only two seconds behind the winner at the finish. A race for Dodge Water Cars, also of fifteen miles in length, brought out three boats and the race was awarded to Phyllis, owned by R. H. Fleet, at a rate of 28.9 m. p. h.

The outboard furnished the remainder of the entertainment and the class B event brought out eight starters, who raced three two-mile heats and were awarded prizes on a point score basis. First place was taken by Non Pareil, owned by Francis Brobeil, who was successful in winning two firsts and a third, making him a total of 1,124 points. Gold Bond, owned by Beverly Bond, took econd place with 1,011 points. The class C event was the big event of the day and six heats were provided over the two days of racing. Seventeen boats started in this series and it was a difficult task to determine the winner, since the points scores ran very high. The winner piled up a total of 1,759 points, which were secured by winning a fourth, a first, sixth, tenth, another first and a third place in the six heats. The winner of second place, while apparently a faster boat, was able to secure four first places and in this way secured a total of 1,600 points. He did not start in the second or fifth heats and had he done so he could have easily secured sufficient points to make him the winner. His boat was Miss Fire, owned by James Nagle, and the score in this race shows the advantage of competing in each heat in a series of races. The failure of this boat to start in two heats cost him the first place.

Carl Schwenker, Jr., with his new Lockwood powered Cute Craft with which he won the Class B event at Red Bank

Seventh Regatta at Miles River

William D. Cosden

THE Miles River Yacht Club's Seventh Annual Regatta, Aug. 2 to 4, was a most successful affair from every standpoint. While the sailing entrants whistled for more breeze, the motor racers were content with the state of affairs, as the weather was ideal for the speed craft.

The regatta comprised four sailing events and twenty motorboat events, for cruisers, hydros, outboards and runabouts.

The Regatta Circuit Riders, who were present, occupied their own house on the waterfront and according to neighbors of the locality, a most enjoyable reunion was held. From that we gather that very little sleep was indulged in.

Hundreds of fine yachts and other pleasure craft lined the race course. Governor Albert G. Ritchie was present to witness the races and to see the famous Chesapeake Bay Log Canoes contest for the beautiful Governor's Cup, which is raced for each annual regatta, sponsored by the Miles River Yacht Club. Due to the lack of sufficient breeze, the race was postponed until Sunday, when it was won by W. H. Green's Mary Rider, sailing under the colors of the Miles River Club.

The Miles River Trophy for the free-for-all speed boats was won by Pep, a fast displacement job owned by E. T. Chase, of Baltimore, and driven by Circuit Rider Ralph Clifton.

The one design class race of St. Michael's Sailing Scows was won by Alfred Fairbank in Teaser, with James Lavery coming in second in Eventually.

The Knockabout Sailing Race was won by James Spear in Surprise, Cynthia and Hawkins' Pinta second and Frances Shannahan's Sea Hawk third.

Stock Model Runabouts Race was won by James H. Kerr in Follow Me, with J. H. Van Sciver's Miss Tri-State coming in second.

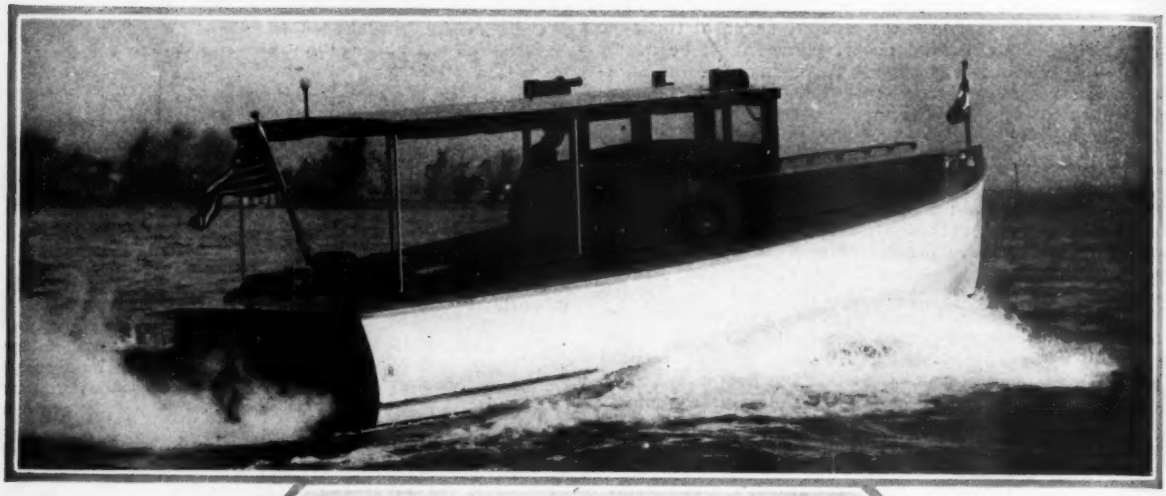
The 151 Hydroplane Race was won by Stanley Reid in Baby Ruth; second, David Grimes in Baby Susan; third, Wm. McP. Bigelow in Greased Lightning.

Class B Outboards was (*Continued on page* 100)

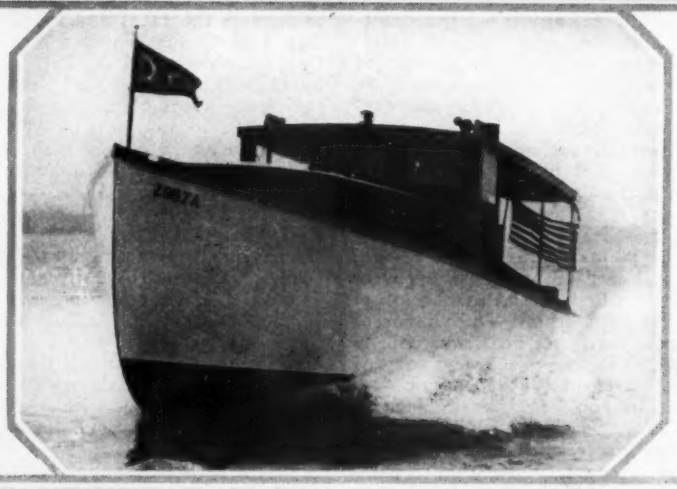
The outboard classes at Miles River provided great sport and good racing

Two Speedy Sea-Goers

Fine Examples of Staunch, Small Cruisers Equipped for Better Than Average Speed and Power



Two views of the new Liggett 34, a smart trunk cabin cruiser of unusual accommodations. A Kermath 150 h.p. motor gives large power reserve with speeds up to 20 m.p.h.



Beebe Belle, below, is an interesting 38-footer built by W. H. and E. Von der Werth for Kenneth Beebe of Portland, Ore. She is also Kermath powered and can easily attain a speed of 20 miles with her 100 h.p. engine

A substitute for the proverbial barrel while drying clothes after the rain

Castaway on Cockenoe Island

Being the Narrative of an Artist and a Sailor Who Set Out in Quest of the Connecticut River and Encountered Some Interesting Albeit Annoying Obstacles

By ALAN GRAY

IF you've heard so much about outboards this year that you're just about ready to pass out; if you've seen so many Baby Buzzes, Baby Steppers and Baby Banana Peels that you long to meet someone who knows what a jib tops'l is; if you've read about so many outboard cruises to Labrador, Hong Kong and Barnegat that it's getting on your nerves, you will gloat over this tale. For this is the story of an outboard cruise that didn't work. Carl and I never quite understood why it didn't, but now that it's over we are rather glad that it didn't. We like to be original.

I got the idea for the cruise over-night. That's why it was good. It's when I stop and try to think anything out that I get in a fog.

It was my vacation time. And, like a lot of other pests you've read about, I decided to go on a deep sea trip in an outboard. I consulted Carl. He is an artist, but you would never guess it and we get along beautifully.

"Let's go down the Sound to Old Field Point and then cross over and go up the Connecticut. It hasn't been done in an outboard that I know of and it will make a fine trip. You'll have a swell opportunity to sketch and I'll get a taste of salt water." Carl agreed. He didn't know what he was in for.

"All we need is a boat and a motor and we're off," I said. "My boss has a small skiff. Perhaps he'll let me have it for two weeks." He did.

"Now for the motor. It seems a shame to buy a motor for just this short time we'll be out," I told Carl. (I never dreamed how short it really was to be.) "Let's dig up an old one somewhere."

I plotted the course for the next day's run —but the engine had other plans in mind

We dug diligently for two days and succeeded in unearthing a very old one-cylinder motor. It was so old that age had ceased to have any particular meaning for it. It may have been antediluvian—but we didn't try to trace its history. We lugged it up to City Island and asked no questions because we got it for nothing. We found out later that that was just about what it was worth.

I knew something about boats, but not much about outboards except that there were plenty of chaps that didn't know port from starboard running around in them. That gave me confidence.

The sailing date was Sunday morning—a few weeks ago, and we had two days to get ready. We decided

that we probably couldn't work the Standard Oil Co. for our gas and oil so I laid in a supply and got my sea bag and duds in shape. I put in a little time on the deck of an intercoastal freighter once—and if you could see me in my seagoing togs you wouldn't doubt it a bit.

We started off with great hopes, a big boat, and a small thing at the stern which at first we called a motor

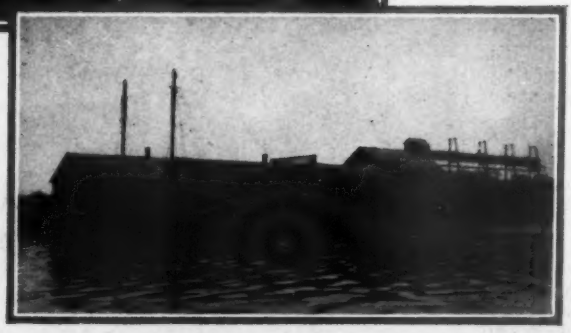
Sunday came along on time and it found Carl and me on the dock at City Island. The boat looked very trim and shipshape, the ancient motor seemed to be in good spirits and altogether, we felt pretty chipper.

We piled our gear into the skiff, feeling like Columbus and Magellan. The skiff was a good stout one. Flat-bottomed but high-sided. Her fifteen feet of length and five-foot beam gave us lots of room and we stowed everything away with true nautical care. We had food, fuel, a tent, a couple of charts and a natty little mushroom anchor with fifty feet of chain.

I lighted my pipe, blew some rings for the reporters and photographers and gave the order to cast off. Just then someone dumped a pair of ten-foot oars into the boat. I ignored the insult and pretended I hadn't seen them. Our benefactor never knew the prayers of thanks that we offered for them a couple of days later.

We set our course for Hart's Island Light, from which we were to lay down to Oyster Bay or thereabouts. The motor chugged along merrily and appeared to thrive on the ghastly mixture that I was feeding it. It was my own brand. I wasn't quite sure what the mixture should be, but I knew that something called a racing mixture was so much oil to so much gas. I've forgotten the exact figures. Anyway, I had figured that a racing mixture would make her go much faster than any other so that's what I put in. We did well. About four knots, I think it was.

East wing of our hotel on Cockenoe Island. It was airy and we had a lovely view of the Sound



We rowed past interminable rows of oyster boats in a broiling sun

Just as we rounded Hart's Island Light the paint on my whirlwind's one cylinder began to rise in bubbles. "Carl," I shouted, "she's getting too hot. Won't you hold your hat over her for a while?" The sun was very strong.

He did, but it didn't seem to do any good. She began to smoke. I shut her down and we went into conference.

"I'll tell you what's the matter," finally shouted Carl. "The spark is too hot."

"That's an idea," I yelled in return, "go forward and get a wrench."

He dove into his bag and emerged with a pipe wrench. We took out the spark plug and squeezed the points together. "That'll make the spark smaller. That ought to work."

The astonishing thing about it is that the motor did really work after this maltreatment. But she got hotter than ever—probably at the injustice of the thing. I leaned my elbow on the water tube and tried to think. It was furiously hot and a piece of it stuck to my skin. This brought forth some of my best expletives. The motor was shocked and with a despairing clank stopped dead.

But now I knew what the trouble was. Yes, it was the pump, and I flung the wrench up into the bow for emphasis. Carl threw it back with the remark that I probably didn't know a d—— thing about it.

Anyway, we stuck up a piece of tarpaulin that we had with us and sailed down to Hart's Island. "We'll go ashore there and I'll fix the pump."

We landed and were immediately arrested. We were a trifle surprised and remonstrated with the brass buttoned grouch who had pounced on us as soon as we stepped ashore. It seems that we were on a prison island and that we weren't supposed to be. It was distinctly annoying and we swore very very softly for five minutes.

We'll draw the kindly veil over what followed. But if you know anything about the breed you sometimes find in police uniforms you'll know that we had a tough time getting away. We finally did, however, and we started an ignominious retreat to Sands Point under oars. We were awfully glad that we couldn't be seen from City Island.

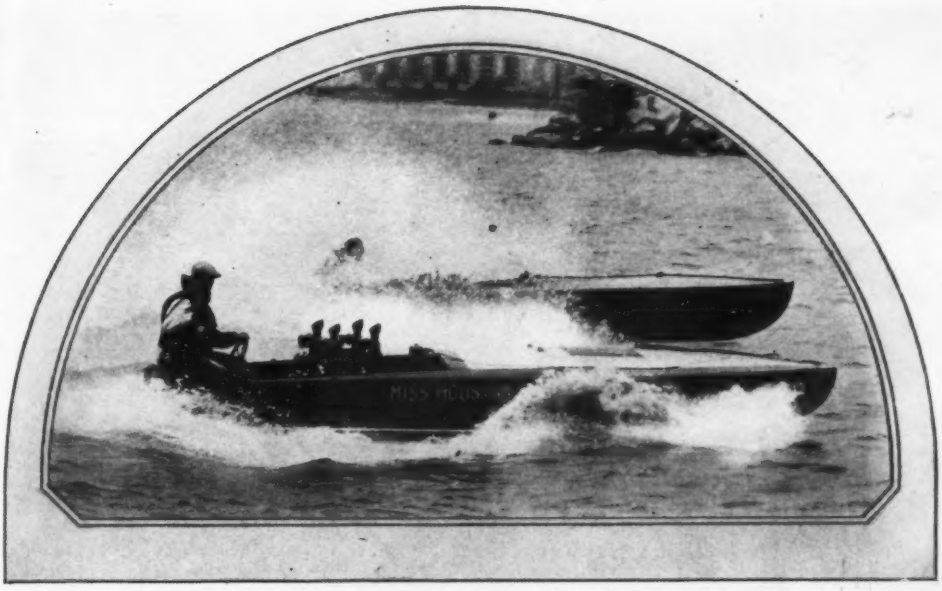
At Sands Point I managed to fix the pump and we started off again.

I still felt like Columbus—after his third trip to the Americas. He returned to Spain in chains, if I remember correctly.

Nothing remarkable happened till we reached Center Island Point except that the motor continued to run. We hauled up to Center Island Point and had it abeam at five o'clock. And then it happened.

The egg beater we had tacked onto our transom may have been an old motor but her ideas about working hours were distinctly modern. She stopped at five. And what's more, she stayed stopped. She sat there like a disagreeable old woman and merely sneered at us when we tried to coax her along. I waxed eloquent about the ancestry of that one-cylinder disappointment and when I got through Carl caressed it in very vile Spanish, and he knows a lot of it. The

(*Continued on page* 114)



Miss Houston IV, piloted by Frank H. Robertson, which did better than 57 m.p.h.

East and West Race at Long Beach

Southern California Yachting Association Holds Eighth Annual Regatta at Long Beach and Sets Up Fast Times in Several Classes

By RAY E. CHAPIN

RECORDS fell at the eighth annual championship regatta of the Southern California Yachting Association in Long Beach, August 4 to 12.

At the time of this writing, which was at the half way mark of the nine-day program of sailing and speedboat racing, new times had been credited for Class C outboards, limited 151's and 510 displacement hydroplanes over the straightaway mile under M.V.P.B.A. sanction.

It was the veteran Texas pilot, Frank H. Robertson, four times champion of the Mississippi Valley, who topped the first record by sending his 510-class Curtis-powered Miss Houston IV over for an average of better than 57 miles per hour. Then came Baby Tarpon of Sarasota, Florida, owned by Robert Ringling and driven by John McGarva, who was clocked at 51.079 miles per hour, beating the 151 limited time of 50.50 m.p.h. made by Ralph Snoddy with Miss Rioco at Miami last March. His fifth and sixth runs were at the rate of 51.428.

New boats appeared from both East and West ports, including the sensational Miss Los Angeles, a 725-class hydroplane built by John Hacker for James Talbot, Jr., of Los Angeles. With Ralph Snoddy at the wheel she was to try for Gar Wood's free-for-all 80.567 miles per hour record before the week was out. Two 151's in their initial races were Buckeye Baby, owned by Gibson Bradfield, of Barnesville, Ohio, and Ramon Suero's Habana II, from the Havana Yacht Club. Both are Miller powered. A dozen new and shiny runabouts played in and out among the fleet and a score or more outboards were added to the ever-increasing number of little racers.

Miss Los Angeles, thirty feet in length, the shape of a two-bit El Perfecto, with her sixteen-cylinder Miller motor, is easily the fastest creation that has ever raced on the Pacific coast. She arrived from the Hacker plant just a few days before the regatta opened and is to be

Start of one of the Class C outboard races at the Long Beach, California, regatta

Miss Rioco caught in the air when she was doing some real flying

The 151-inch hydroplane class furnished some interesting racing

shipped soon to Detroit, where she will race Labor Day for the Harmsworth trophy. Her three-stepped bottom and sides carry a quarter-inch sheathing of polished rubber.

The regatta opened with hydroplane competition Saturday and Sunday, followed by five days of Southern California sailing championship and was to wind up with more speedboat racing August 11 and 12.

A piping breeze that brought joy to the hearts of the sailormen, and sent the great fleet of schooners, yawls, ketches, R's, sixes and stars bounding away, rigging taut and lee rails under, for the first part of the week, dampened the aspect for the hydro pilots. The breeze blew strong from the southwest on the opening morning and the course laid in the Long Beach outer harbor was open to the big rollers of the Pacific from this quarter. So rough was the water that after two races for the 151's, one event each for the 510's and 725's, a runabout trial, the locality was abandoned in favor of the connecting channel between Long Beach and Los Angeles harbors, sheltered but narrow, which necessitated hairpin turns.

Dick Loynes, racing in his own home waters for the first time in nearly four years, had little trouble in taking both limited and unlimited 151 displacement class honors.

Although East-West races in all classes were mentioned in the advance notices as the big feature of the regatta, Southern California racing fans had hoped to witness a series of clashes unmarred by mishaps, with motors running sweetly throughout, a fight to the finish, so to speak, between Ralph Snoddy in Miss Rioco and Dick Loynes, driving Miss California, the two Western 151 aces.

This will never take place, for Snoddy unfortunately figured in a sensational crash and Miss Rioco is now only history. The nervy pilot went to the hospital for three days, but expected to race Miss Los Angeles later in the week. Miss Rioco was evidently unbalanced. In the first unlimited race she bounced and gravitated like a super bucking bronco. At times she was out of the water nearly two feet. In this race Lyons broke his throttle and was delayed five minutes, scoring a bad third.

Miss California and Miss Rioco were the only starters in the second unlimited 151 race. The start was perfect. Two hundred yards over the line Miss Rioco reared into the air, crashed into the water on her side, bounced again in a great cloud of spray and finally settled, splintered and wrecked beyond repair. Snoddy was unconscious when picked up. X-ray examinations later showed slight congestion of the left lung, an injured back and arm.

Winners of Motor Boat Events August 4-5

151 Class, Limited

1. Miss California, Dick Loynes, Long Beach, Calif.
2. Smiling Dan III, Gus Walker, Long Beach, Calif.
3. Francis Marion, Fred Thompson, Los Angeles, Calif.

Class C Outboards

1. Fire Cracker, George Tett, San Francisco, Calif.

Black Maria II, one of the fast outboard boats which have been developed on the west coast during the year

2. OKay II, O. K. Hunsaker, Los Angeles, Calif.
3. Ashbridge Flyer, H. C. Ferguson, Los Angeles, Calif

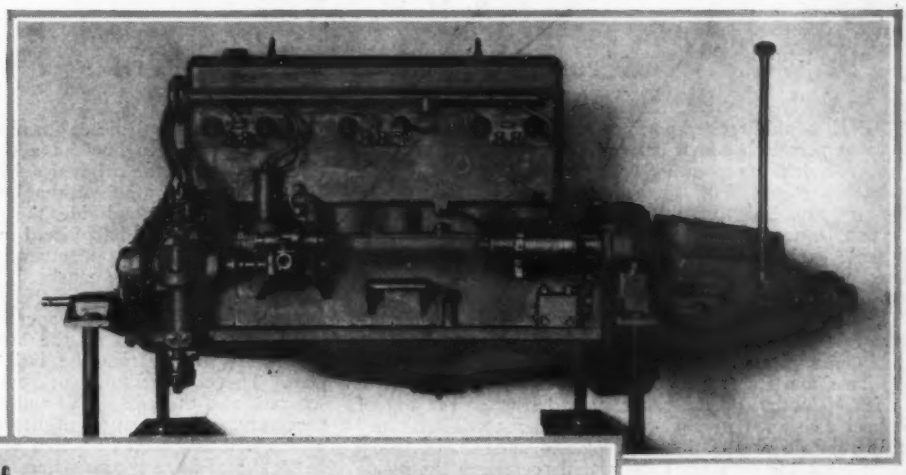
Class B Outboards

1. Spirit of Bronchitis, Ray Turnbull, Los Angeles.
2. Lido Baby, William MacDonald, Los Angeles.
3. Goo-bye II, O. H. Robins, Los Angeles.

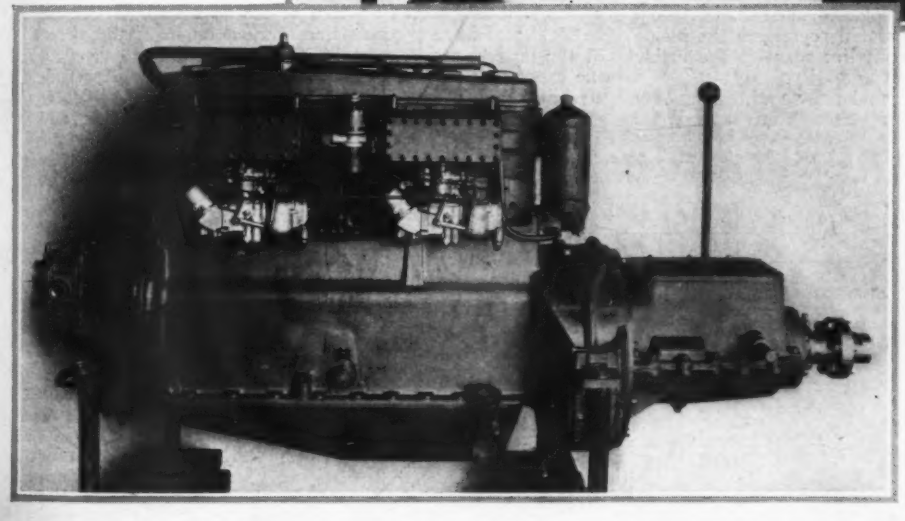
(*Continued on page* 138)

A Marine Sleeve Valve Engine

Powerful New Machine Produced by Buffalo Gasoline Motor Company Has All Advantages of Quiet Operation and Long Life



A powerful engine developing 100 h.p. and of the valve in head type designed for fast cruiser service



The new Buffalo 80 h.p. Knight type sleeve valve engine which can turn up to 3,000 revolutions

THE Buffalo Gasoline Motor Company, Buffalo, N. Y., has just announced two important additions to the Buffalo line. One is an 80 h. p. Knight type engine, the other is a 100 h. p. valve-in-the-head model designed for fast cruisers.

The new Buffalo Knight engine is the result of the combined efforts of Willys-Overland, with its years of experince in building Knight engines, and the Buffalo Gasoline Motor Company, pioneers in the marine engine field. It is a six-cylinder engine with 3⅜ inch bore and 4¼ inch stroke, developing 80 h. p. at 2,400 r. p. m., capable of operating up to 3,000 r. p. m. and designed for continuous service over a wide range of speeds.

It has all the advantages of Knight design. In the Buffalo-Knight double sleeve motor the incoming and exhaust gases move in and out of the combustion chamber through two ports on each side of the double sleeve. The sleeves are placed one inside the other, the inner sleeve forming the walls of the combustion chamber, and both moving up and down about one inch, just enough to synchronize the ports. The speed of these sleeves is controlled by positive action, and does not depend upon springs which are apt to lose their elasticity. There is no spring fluttering at high speeds, as the sleeves are mechanically operated through connecting rods attached to an eccentric shaft rotated by a silent chain from the seven-bearing crank shaft. There are no valves to adjust, grind or replace—just the quiet action of two sturdy sleeves coated with a film of oil. All parts either reciprocate or rotate and because of the efficiency of the oiling system each part receives proper lubrication. The Buffalo Knight has unusually large water jackets and an efficient gear type water pump. It is equipped with an oil rectifier. The high duty clutch and reverse gear is extremely durable and smooth running. This new Buffalo model has all of the advantages claimed for Knight design—improves with use, long life, fuel economy, efficient radiation, few parts, quiet operation, ample power at various speeds, constant power and efficiency, no valve grinding or adjustments, no trouble from carbon, no reboring or replacement of cylinder block, low cost of upkeep.

The other new Buffalo, to be known as the Admiral Model, is not only a powerful, efficient engine, but unusually compact and pleasing in appearance with simple, clean lines. It is a six-cylinder engine with 4½ inch bore and 5 inch stroke developing 100 h. p. It has a piston displacement of 477 cubic inches. The main crank shaft bearings are 2¾ inches diameter and 3 inches long, bronze backed, babbitt lined. The valve tappets are assembled on plates which can be easily removed without disturbing other parts of the engine. Lubrication is force feed throughout. The oil is forced through a drilled crankshaft to all

(*Continued on page* 120)

The Amateur Boat Builder

A Series of Helpful Articles Teaching the Correct Method of Boat Building from Start to Finish, Intended Particularly for the Unskilled Amateur Who Is Building His Own Boat

By H. W. PATTERSON

Part IV—Preparing Moulds and Setting Up the Frame

THE moulds are temporary forms, made to the inside of planking, which determine the form of the boat. A mould representing both sides of the boat is built for each section. Fig. 17 shows the usual construction which is modified to suit various circumstances. Each side can be made of one or more pieces, and it may be advisable to have more than one cross spall, or diagonal brace, all of which is governed by the size of the boat, form of section and available material.

The construction in way of the keel is made to suit the arrangement at that particular place. Fig. 17 shows the mould built to fit over a keel batten, Fig. 17-B over the stem knee, and Fig. 17-A over a horn timber. Often there is no keel batten, or the rabbet may be below the top of the keel as shown in Fig. 15. Also the conditions vary considerably in way of the shaft log and horn timber. Keep in mind that the outside of the mould represents the inside of the planking and always have it line up with the inside of the rabbet.

Spruce is a good material to make them of, being easy to work and about the cheapest, although any soft wood will answer. The ribbands are fastened to the edge of the mould with screws so the material should never be less than ⅞ inches in thickness and much thicker for a large boat, which will require rather heavy ribbands.

The lines may be transferred from the body plan to the mould material with nail heads as previously described or by the following method: Bend a thin batten about ⅞-inch wide, with its outside to the line, holding it in place with wire finishing nails on both sides. Drive as few as possible on the outside and have all heads flush or below the upper edge of the batten. Decide where the butt or butts will be, depending on the width of material and other factors, and mark them approximately on the floor with chalk. Cut pieces of the mould stuff to suit. Lay them on the batten and with an iron rod, having a turned up point at the end, reach under and scribe along the batten. Saw it out and plane to fit the line and butts. Also fit to keel and center line at the bottom, and allow six inches or more above the deck line.

When the several pieces forming one side are fitted use them as patterns to line out a duplicate set for the other side. Next tack the original set in place on the body plan and secure each joint with a butt block, screw fastened. Mark on the edge and side, the deck line and load water line. Now turn this half mould over, and on it as a guide, fit and fasten its mate together in the same way and put on the same reference marks.

Next tack both halves on the floor with the butt blocks up, heels together, and the upper ends at the deck line separated the exact beam of the boat at that section. This distance is lifted from the inside of plank on the body plan. The cleat or butt block connecting the heels is now secured, also the cross spall and any bracing there may be necessary. The position of the cross spall is immaterial although it is generally placed at the deck line. It should be level and have a center line marked on it. If the sheer of the boat is nearly straight it is a good plan to keep all the cross spalls an equal height above the base. A string stretched from stem to stern will then be close to the center marks, which is a guide when setting up the moulds, and a continual check on the accuracy of the frame as the frame progresses. A block of wood about 1½ inches square is fastened on the bottom, opposite the cleat for securing the mould to the keel.

It is often convenient to build some types of boats upside down in which case the upper ends of the moulds are carried up to a level line a little above the stem head. Fig. 23.

TRANSOMS. Except for very small boats transoms are built up of some kind of frame work and planking, very similar to the sides of the boat. They may be plumb or raked, straight or curved; the planking single, single with batten seams or double, all as called for on the plans.

The best material for transoms is teak but mahogany is a close second and is most generally used for first class work, especially when it is to be finished bright. A cheaper wood for paint finish is comb grain yellow pine or white pine. Oak is not good for either paint or varnish finish as it will shrink and show the seams badly, also turn black in places. Whatever the material it should

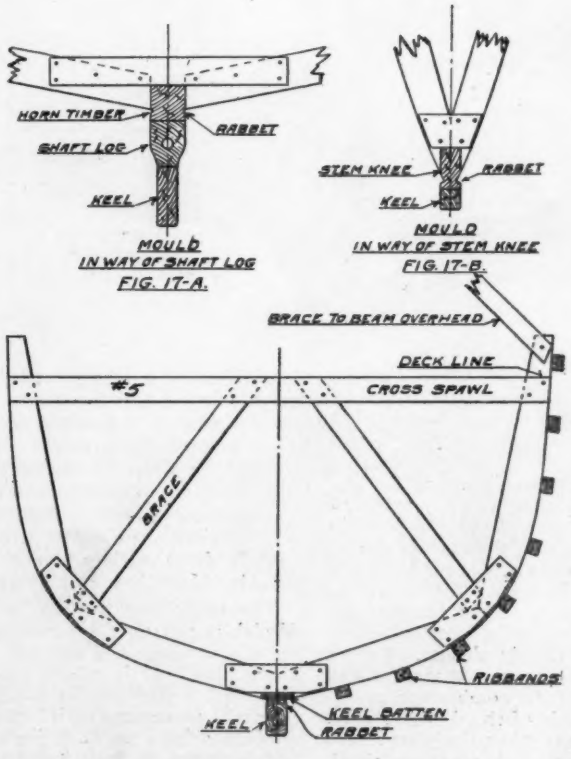


Fig. 17—Typical method of assembling the mould, and methods of securing to keel and stem

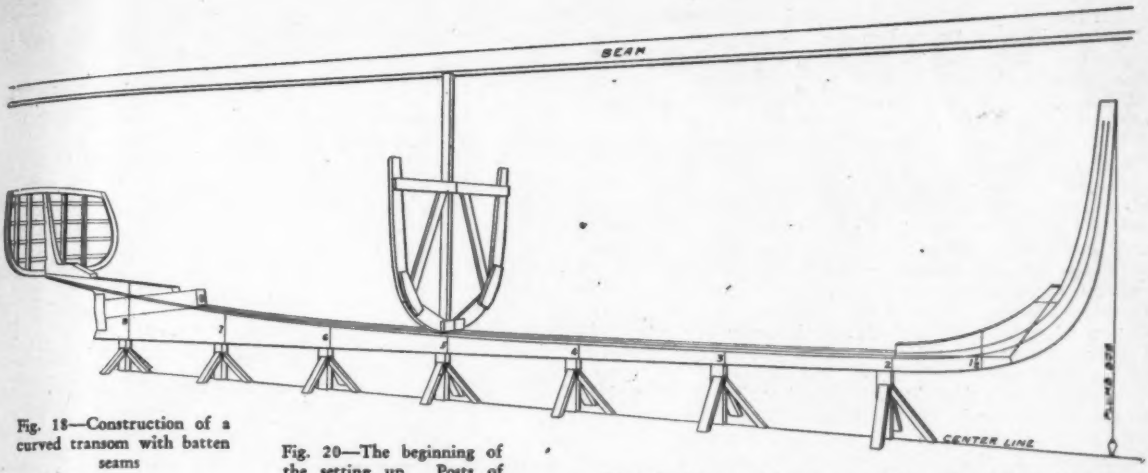
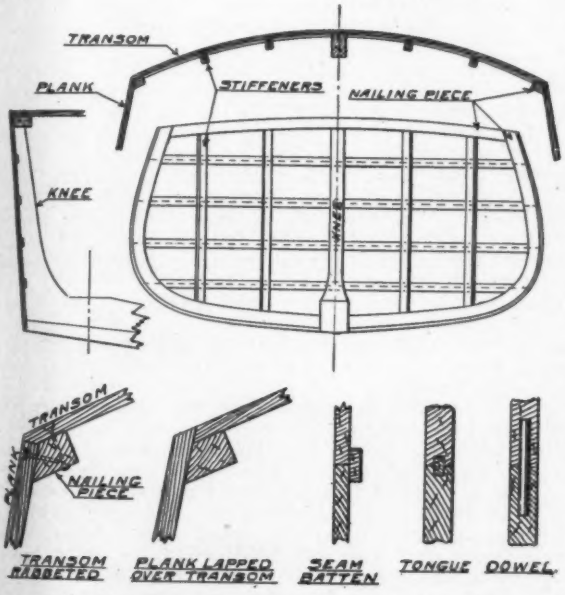


Fig. 18—Construction of a curved transom with batten seams

Fig. 20—The beginning of the setting up. Posts of proper height are placed to receive the keel



Detail of transom and side joints, and methods of securing adjacent plank together

be fairly dry. We will undertake the construction of a curved transom with batten seams, which would be suitable for our 34 foot boat. See Fig. 18. At any convenient place on the floor draw a center line, and an arc of a circle to the required curve of transom. Erect the stiffeners or frames in their proper positions (12 to 15-inch spacing) nailing the lower ends to the floor, and the upper ends to a board on which the curve has also been drawn. These stiffeners must be longer than the finished size as at this stage of the work they act as a form and the surplus length is cut off later. In addition to the regular stiffeners there should be an extra post erected just beyond the limits of the transom on each side, also one on the center line. These three are only temporary so may be of any convenient stuff and it is a good plan to make them fairly heavy. The center one is later replaced with the transom knee. The plank to which the upper ends of these posts are fastened must be braced in any convenient manner so that the posts are held plumb.

The planking in this case would be about ¾ inches thick, 6 to 8 inches wide and if it is to be finished bright should be matched for color and grain. Wider planks can be used, but if it shrinks later the joints will show more. Cut this material long enough to reach the extra end posts and plane the edges perfectly straight and square. Steam for a half hour or more and bend around a form having sufficient extra curvature to allow for straightening out, which they will do when released.

Fig. 19 shows a convenient way to make such a form. The brackets are disposed around a curve which is drawn with a smaller radius than the transom. The amount of extra bend necessary can only be known by experience and trial, but too much is better than too little, as it is an easy matter to straighten the planks later. The required radius for the transom in this case is 7 feet and an approximate radius for the bending form would be 5 feet or less. These brackets are nailed to the floor and are readily moved if it is found necessary to change the curve. They will also be found useful later for bending coamings, beams, etc. Although not shown on the sketch it is a good plan to first bend a thin board around the brackets and bend the required material over that. When taken from the form the planks should be secured in some manner to hold the bend and allowed to dry out for a few days.

Begin planking at the bottom, and the first plank may be somewhat wider than the others because of the deadrise. Straighten the steam bent plank as may be required, so that it fits around the posts without forcing at any place, and plane its upper edge if necessary to obtain a good surface. Clamp it in place, being careful to have it level, and mark the posts at its upper edge. These marks represent the center of the seam batten which is next fitted. It should be of oak or yellow pine about ½ by 1½ inches let in flush and secured to the posts with a small nail exactly in the center of the batten, omitting any fastening in the center post. The batten should be a neat fit in the permanent stiffeners but the others do not matter.

Now replace the plank and fasten it, using brass screws in the stiffeners, countersunk and plugged, and any kind of temporary fastenings in the end posts. Fasten through the

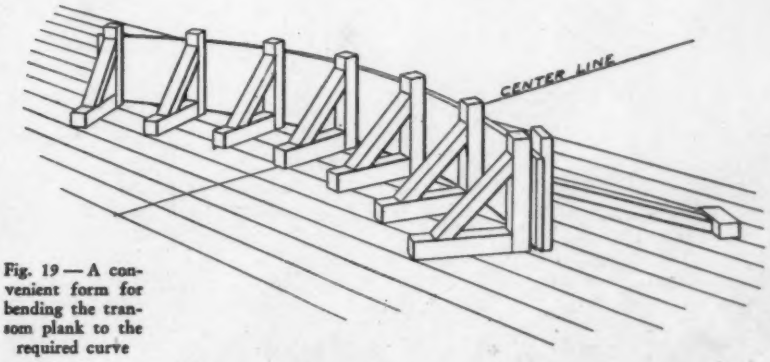


Fig. 19—A convenient form for bending the transom plank to the required curve

batten into the plank with round head brass screws spaced about 2½ inches. Proceed in the same manner to fit and fasten the other planks being particular that the joints are fitted close and tightly drawn together before fastening. All surfaces in contact should be coated with thick paint of a color to match the outside finish.

Next draw a center line, and the outline of transom, using the template already prepared, and saw it out. It will be remembered that the template represents the intersection of the after side of transom with the outside of planking so some allowance must be made, either larger or smaller, to suit the finish desired. For simplicity the side planking may lap past the transom which would require it to be smaller, but neater finish is to rabbet the transom which requires it to be a trifle larger than the template, due to the open bevel. Both methods are shown in Fig. 18. This corner is often covered with a brass or copper angle in which case either method may be employed.

Next reinforce the edge all around with a nailing piece to take the plank ends. It is best make of a hackmatack knee and is rather difficult to fit especially for a rabbeted transom. Saw it out, using the template as a guide, then work it into shape, taking bevels from the water lines and buttocks, which were drawn on the floor. Fasten it well with screws or through rivets with the heads countersunk and plugged. This nailing piece should be continuous, so it will be necessary to cut away the stiffeners in way of it which matter must be considered when fastening the planks to the stiffeners. It is best not to cut the camber of deck until we come to the deck framing.

The knee may now be fitted, notching it out to fit over the battens. Study very carefully the relative positions of horn timber, knee and transom so that the transom will be in its correct position. The transom is fastened to the knee with screws.

If the transom has a rake and is planked in the manner just described the seams will appear curved in relation to a level line. There is no objection to this, outside the esthetic, in fact, if a good job has been done the seams will not show at all when painted, and very little if varnished, provided the grain and color matches well. If it is desired to have the seams parallel to the water line the planks must be cut to the required curve which, of course, necessitates considerable more work.

For a double planked transom the stiffeners and posts are set up as described above. Planking is started at the bottom with an inside strake. The width of the first inside plank must be such that the seam will come in the center of the second outside plank. As it is usually soft wood, and rather thin, it can often be satisfactorily bent without steaming, and only enough fastening need be used to hold it in place, but they must be arranged to be clear of the fastening in the outside plank.

Next fit the bottom outside plank, smear it liberally with thick paint, and fasten it in place. The fastening in the stiffeners is the same as described for batten seams and the inside plank is fastened to the outside plank with round head brass screws. The remainder of the transom is planked in the same manner and fitted with the edge nailing piece

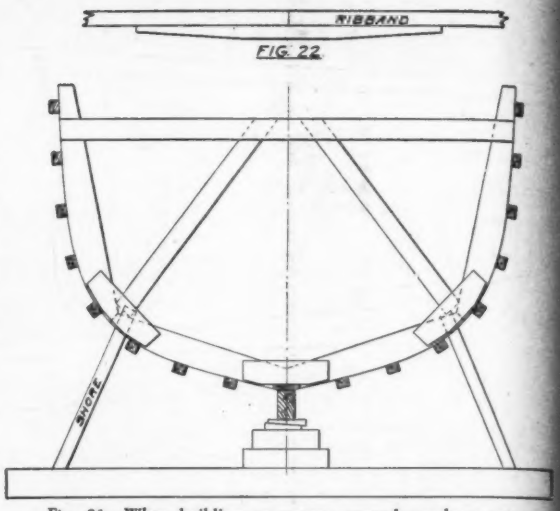


FIG. 22

Fig. 21—When building on uneven ground use long cross pieces and build up the keel supporters to the required height
Fig. 22 (above—)How to splice a ribband

as previously described. A double planked transom is somewhat less work than the batten seam type and unless weight saving is important, it is preferred. More detailed information on double planking and its fastening will be given when we get to the regular body planking. If plain single planking is used the planks would be thicker, say ¾ inch, and tongues fitted as shown in Fig. 18.

Transoms for dinghies and similar boats are always straight and usually made of fairly thick material (1 inch or more) so that the body planking can be fastened to it, and the nailing piece omitted. They are built of wide stuff and the joint or joints secured with tongue and dowels as shown.

In general apply thick paint to all surfaces when assembling the work, coloring it to match the finish if it is to be done in varnish.

It is advisable to arrange some sort of bracing on the inside of the transom to hold it in shape until the hull planking is finished. It is very good practice to extend the engine or bilge girders to the transom and secure them with knees. These knees should fasten to a transom stiffener which matter should be considered when arranging the stiffeners.

Plug the countersinks with wood plugs, which may be purchased for the purpose, bedding them in colored paint. See that the grain of the plug runs in the same direction as the plank and do not drive them hard enough to crush the wood, otherwise they will swell later and look unsightly.

Trim off the plugs with a chisel and clean off the whole outside of the transom using plane, scraper and sandpaper to obtain a nice smooth surface, then give it a coat of paint

(*Continued on page* 80)

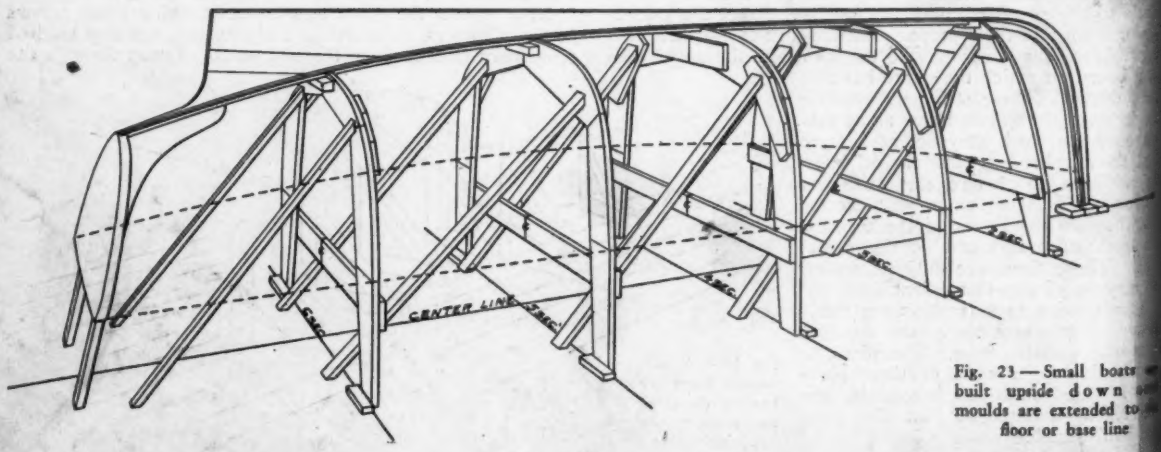
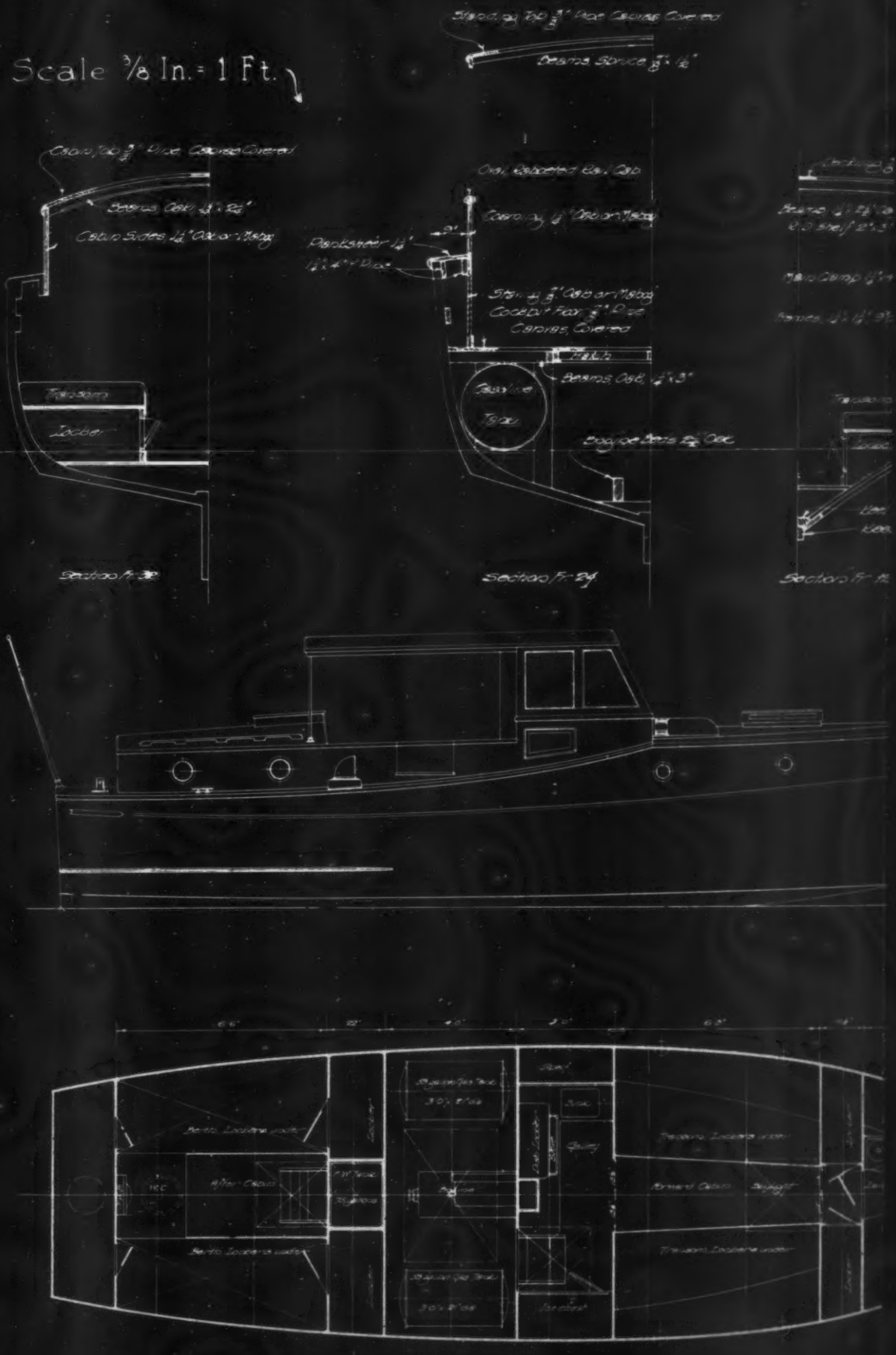


Fig. 23 — Small boats are built upside down on moulds are extended to the floor or base line

MOTOR BOATING'S Build A Boa



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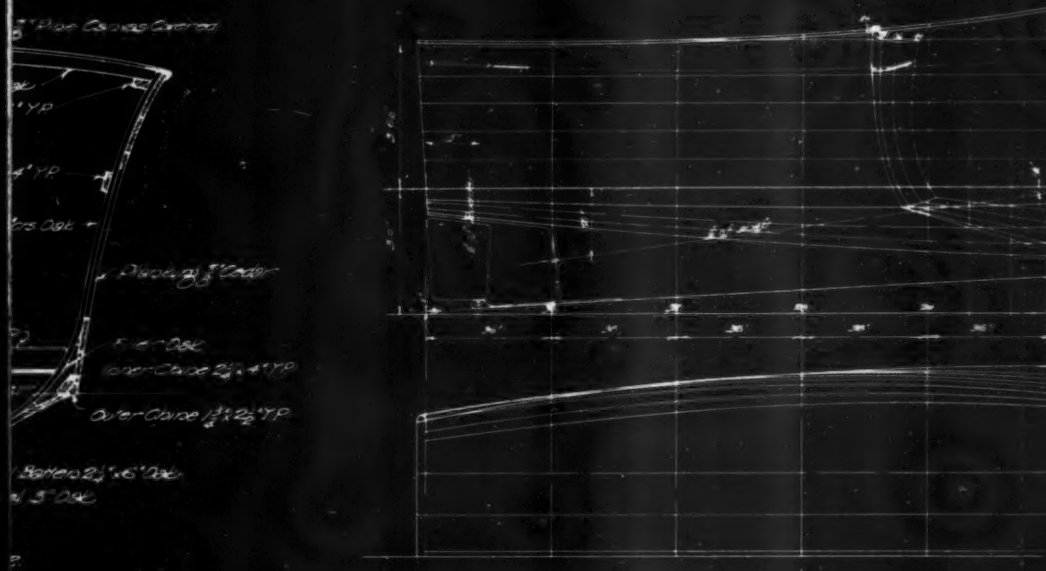
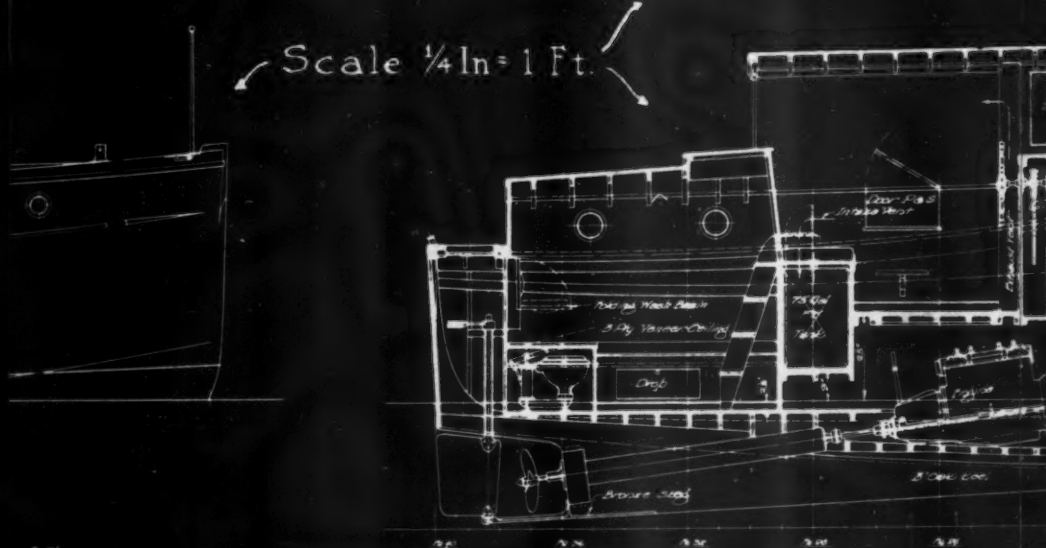
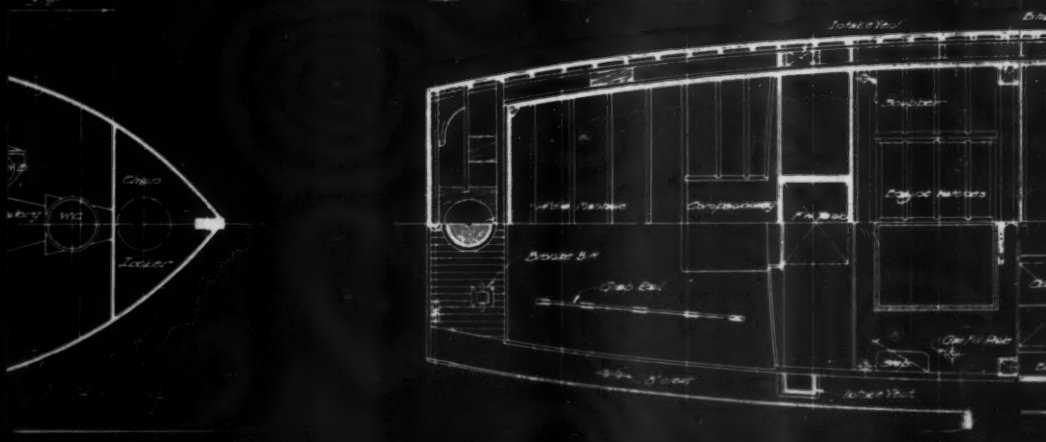
Designed Especially for MOTOR BOATING by C.A. NEDWIDEK

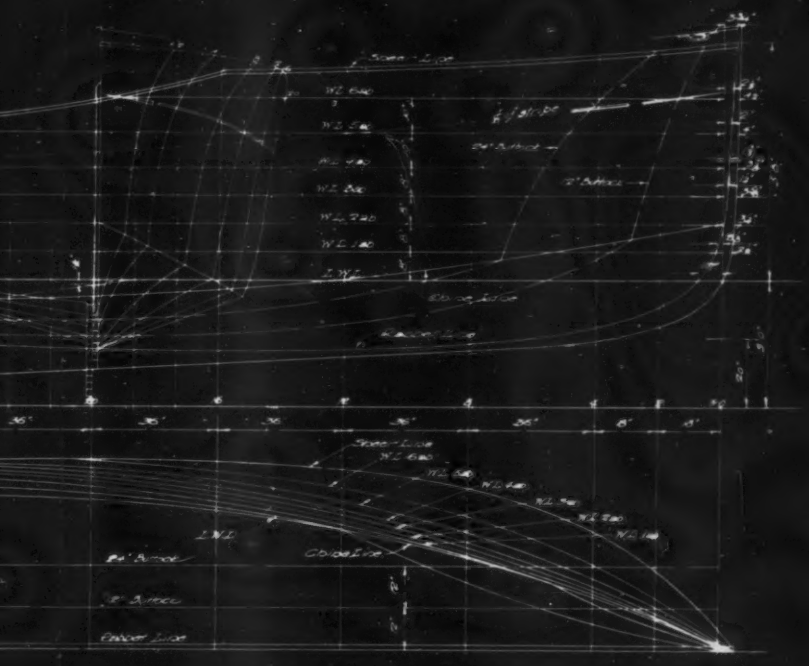


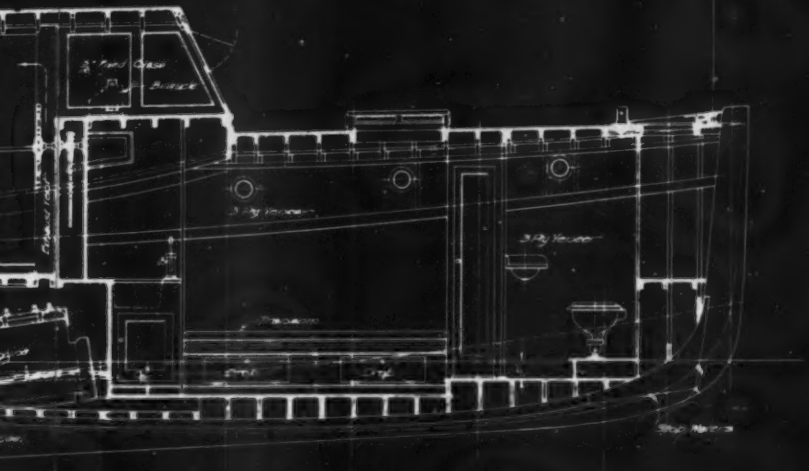
Scale ¼ In = 1 Ft.

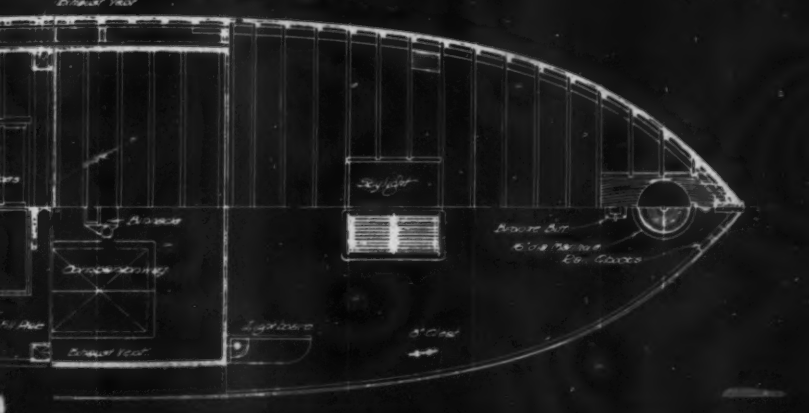




ANET, A 30 Foot
Double Cabin Cruiser







JANET,
A Double Cabin Cruiser

Small Cruising Craft of Popular Type, Completely Designed and Described, Ready to Begin Construction

Designed especially for MoToR BoatinG

By C. A. NEDWIDEK

SEVERAL years ago I was commissioned to design a thirty-six-foot double cabin cruiser with a center cockpit. This design proved very popular and the owner of this particular boat was very well pleased with the layout; it proved very comfortable and convenient. Knowing this and feeling that a boat designed along her ideas might prove popular with the readers of Motor Boating, I proceeded to design the boat shown here. Six feet were cut off of the length, but still leaving a boat that should prove roomy enough for the average man and still small enough for him to handle and keep up. One other item was changed, the original design was of the round bilge type while this is of the V bottom.

In regard to the building of this particular boat, she might prove a little too much for the average amateur to build himself, unless he has had experience in building boats and has built several of his own; otherwise, I would advise anyone who is anxious to possess a boat of this character to have some boat builder build it for him or to help him with the most difficult parts of the construction.

From the plans we can see that the arrangement shows in the bow a chain locker, with a manhole on deck to give access to it; aft of this a lavatory, next two hanging lockers for hanging up our spare duds. Then we have what might be termed either the forward stateroom or the salon, as we wish. On deck over the salon is a skylight to give light and air to this compartment. Two transom berths are shown in the salon, fitted with lockers under. Access to these lockers is gained through drop doors fitted in the face of each transom berth.

Next is the galley, running the full beam of the boat at this point, with a good-sized ice chest installed on the starboard side, a working dresser that runs from the companionway steps to the port dresser. On the port side we have another short dresser, in the top of which is fitted a sink. Behind and above this dresser, fitted

(*Continued on page 126*)

OFFSET TABLE

	Sections.	2.	4.	8.	12	16.	20.	24.	28.	32	36.	40.
Heights above Base Line.	Sheer Line	8-5-7	8-4-3	8-2-1	8-0-6	7-11-7	7-3-4	6-10-5	6-7-6	6-6-2	6-5-6	6-6-2
	℄ of Stripe	7-3-1	7-1-0	6-9-1	6-6-0	6-2-6	6-0-3	5-10-6	5-4-5	5-9-2	5-10-0	5-11-6
	24" Buttock		7-3-1	3-3-0	2-7-0	2-2-2	2-0-2	2-0-2	2-1-3	2-3-1	2-5-3	2-8-0
	12" Buttock	6-3-1	3-6-0	2-5-3	1-11-2	1-8-4	1-7-6	1-8-5	1-10-3	2-0-6	2-3-3	2-6-3
	Cabine Line	4-0-6	3-9-6	3-4-3	3-10-0	2-9-7	2-7-2	2-6-2	2-6-2	2-6-6	2-7-4	2-8-7
	Rabbet Line	2-4-2	1-10-3	1-5-4	1-4-0	1-3-6	1-4-0	1-5-4	1-7-5	1-10-1	2-1-3	2-5-2
Half breadths	Sheer Line	1-10-6	2-10-1	3-10-4	4-3-5	4-5-7	4-6-4	4-6-0	4-4-2	4-1-6	3-9-3	3-3-0
	W.L. 6 above	1-3-1	2-0-6	3-2-3	3-10-4	4-3-2	4-6-2					
	W.L. 5 above	1-0-4	1-8-6	2-9-6	3-6-6	4-0-6	4-4-2	4-5-2				
	W.L. 4 above	0-10-7	1-6-4	2-6-7	3-4-1	3-10-6	4-2-6	4-4-4	4-4-0	4-1-7	3-10-0	3-4-4
	W.L. 3 above	0-9-7	1-5-2	2-5-4	3-2-6	3-9-2	4-1-4	4-3-4	4-3-6	4-1-7	3-10-2	3-5-0
	W.L. 2 above	0-9-2	1-4-2	2-3-7	3-1-0	3-7-7	4-0-2	4-2-5	4-2-7	4-1-1	3-9-6	3-4-6
	W.L. 1 above	0-6-6	1-1-7	2-2-6	2-11-7	3-6-4	3-10-7	4-1-1	4-1-2	3-11-4	3-8-1	3-3-1
	L.W.L.	0-3-6	0-8-0	1-7-5	2-10-4	3-4-6	3-8-7	3-10-4	3-10-5	3-8-4	3-4-6	2-11-6
	Cabine Line	0-9-0	1-3-4	2-2-3	2-10-4	3-3-6	3-6-7	3-8-1	3-7-4	3-5-2	3-1-6	2-9-2

NOTE—All dimensions in feet inches, and eighths to outside of Planking.

Offset table for the 30-foot double cabin cruiser Janet

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the November Prize Contest

1. Explain and illustrate the construction and installation of a low oil alarm, to give audible or visible evidence that the crank case oil is at a dangerous level.
(Submitted by W. B. M., Newburgh, N. Y.)

2. In a case of injury or loss of the rudder, how would you arrange to handle your boat to a safe anchorage?
(Submitted by A. S. P., Bronx, N. Y.)

Steaming Boat Building Materials

Methods and Outfit Required to Soften and Bend Material for Frames and Other Curved Portions of Boats

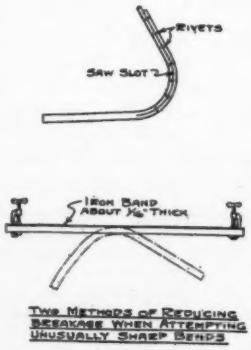
Answers to the Following Question Published in the July Issue

Explain the outfit necessary and the material for softening and bending frames, etc.

Bending Boat Frames
(The Prize-Winning Answer)

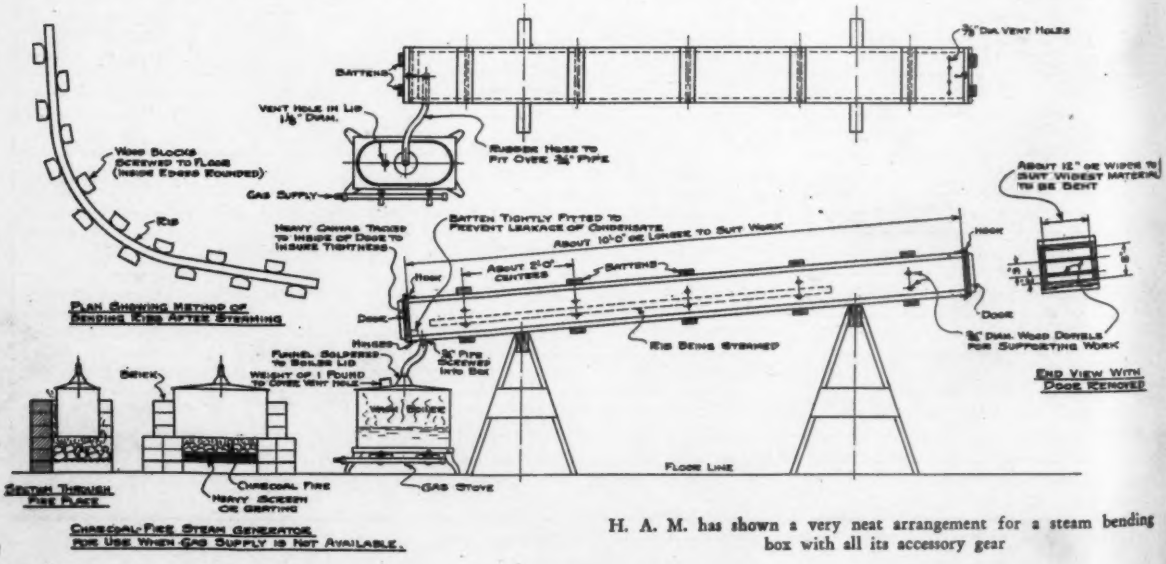
THE bending of frames and planks into the variety of shapes found on the average boat is accomplished by steaming or soaking in boiling hot water. This renders the wood fibers pliable, allowing them to slide over one another laterally and permitting the wood to assume a new shape. In designing the steam box shown accompanying this article, it was assumed that it was for amateur use, and in consequence made as inexpensive and simple as efficiency would permit.

The size and lines of the boat to be built must of necessity be considered in determining the size of the steam box. This will not apply so much except to the length when steaming ribs, however when steaming planks with excessive curvature, cut from wide boards, a wider box may have to be provided. Eight inches high by twelve inches wide is a size suitable for most work that the average amateur will attempt, furthermore most planking in these days is not cut from boards any wider than 12 inches. The length of the box is determined by the longest plank, to be steamed. Wood, preferably cypress or white pine, is the best material of which to construct the box, and being a good insulator, will prevent the rapid condensation of the steam, before it has done its work. This would be the case to a certain extent if sheet metal were used and especially so if the box were used outdoors in cool weather.

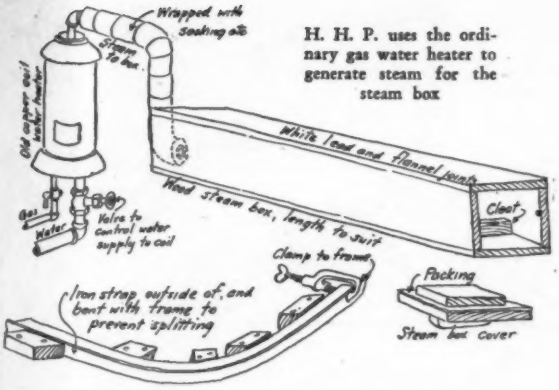


TWO METHODS OF REDUCING BREAKAGE WHEN ATTEMPTING UNUSUALLY SHARP BENDS

As the drawing shows, the steam is generated in an ordinary wash boiler, heated with a gas stove. If gas is not available, several heavy blow torches may be used, or a brick fireplace built around the boiler as shown, with charcoal as fuel. A funnel is soldered to the boiler lid and connected to the box by means of a rubber hose. The box should slope toward the boiler in order that all condensate may drain into it. Needless to state, the box should be as tight as possible in the joints and a stop provided in the lower end to prevent water



H. A. M. has shown a very neat arrangement for a steam bending box with all its accessory gear



H. H. P. uses the ordinary gas water heater to generate steam for the steam box

leaking out through the door. A 1⅛ inch diameter hole in the boiler lid with a one pound weight resting over it will act as a safety valve in the event of any excessive pressure being generated. This will allow pressure of one pound per square inch in the steaming apparatus. Incidentally this hole also allows gauging the depth of the water in the boiler, with a stick.

By having doors at both ends, material may be taken out either way and short pieces recovered that were pushed too far forward in the box. Battens on the top and bottom of the box will offset excessive warpage, especially if the box is very wide. Wooden racks, extending across the inside of the box (¾ inch dowel pin stock may be used), will keep the work off the bottom and allow it to steam uniformly on all four sides. It is very advisable to have no metal or protruding nails on the inside of the box, which will cause discoloration of the work being steamed. This is especially to be avoided when steaming work that is to be finshed bright.

Most woods require from ½ to one hour of steaming before bending, depending upon the kind of wood, its cross section and the amount of material in the box. Ribs may be bent as shown in the sketch, having first laid out the desired lines on the floor. The blocks hold the rib to the desired shape until dry. By rounding the inside edge of the blocks, a fairer curve will be obtained and permit using them on rather sharply curved work. If the blocks are made of hard wood and screwed to the floor instead of nailed, they may be used repeatedly when bending ribs of other curvatures.

When making very sharp bends, an iron strip ⅛ inch in thickness, same length as the rib and clamped to it at its ends will minimize breakage. This of course should remain on the rib until dry. Another way to make sharp bends is to make a saw cut down the center of the rib for the length of the worst bend, before steaming. Steam and bend in the usual way, and when dry rivet the two parts together. Bends of this sort are frequently used for the tumble home sterns of speed boats. Both the latter methods are also illustrated.

H. A. M., Phila., Pa.

A Well Arranged Steam Box

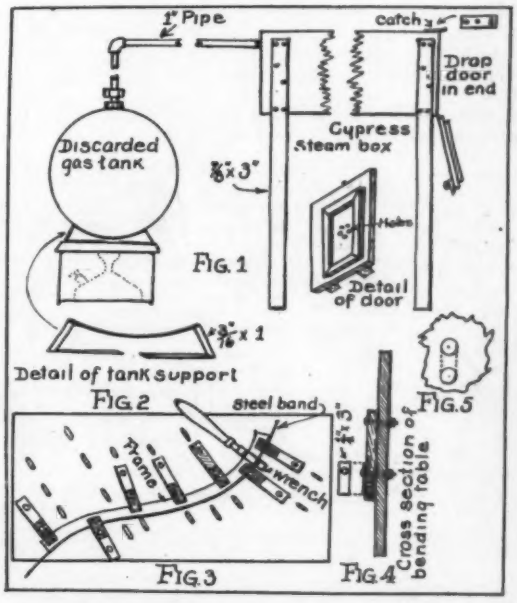
THE answer to bending frames is efficient equipment. The prime requisite will be a steam box capable of taking care of at least a dozen frames and long enough to allow the frames to be steamed full length.

Any material may be used in the construction of the box, but ⅞ inch cypress possesses the advantage of swelling quickly, thus maintaining tight joints. While one sees steam boxes, even in professional yards, leaking steam at a great many points, there is no reason why the steam should not be kept at its initial heat as long as possible by having the joints of the steam box more or less tight. A few quarter inch holes in the door of the box will allow enough vapor to escape and be an indication as to the mount of heat which must be maintained on the boiler. Condensation will take care of itself and drip out when the door is opened.

A drop door will automatically keep out of the way while frames are being put into or taken out of the box. Battens around its inside edge will help to retain the vapor, but the fit should not be so tight as to encourage an unwarranted pressure in the box.

A discarded gasoline tank makes an excellent boiler. Sediment will have no effect, hence a tank discarded because it contains sediment will be ideal. The tank will require a support made as shown in Fig. 2. Ordinary strap iron ⅛ inch thick can readily be bent into the shape required.

To put water into the tank, all that is necessary is to unfasten the union and slide the near end of the steam box a few inches which will allow ready access to the



J. E. M. provides a bending table with adjustable cleats which will suit many conditions

Rules for the Prize Contest

READERS are urged to consider the above questions for the November issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before September 25, (b) about 500 words long; (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before September 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary. The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25, or a credit of $25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed $5, or a credit of $5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

filler hole. Needless to add, the outlet of the tank should be plugged.

A two burner yacht stove will furnish enough heat for the average size tank. It will be well to have the steam box about four or five feet from the ground.

In addition to the foregoing, there should be about two dozen boat clamps (8 inch size), a variety of wedges, a heavy hammer or maul and a chisel and hammer.

The clamps will be needed in applying the frames to the ribbands, the wedges to true up the frames in connection with the ribbands, the maul to make the frames conform readily to the form intended. This is done by slightly releasing the clamps and pounding on the top end of the frames. In mortise keel construction the chisel will be found handy in fitting frame ends which have swollen excessively.

Sometimes frames are bent to shape before they are applied to the hull. In this case a bending table constructed along the lines suggested in Fig. 3 is desirable. It is made of white oak, 1¼ inch thick and placed on the under side with straps of white oak. (These are not indicated in the cross section, Fig. 4.)

Slots are cut approximately as shown to engage bolts in the bending blocks. The position of these slots will be determined by the frames to be bent and the measurements taken from the table of offsets.

That a frame may not jump out of place while it is being bent, short pieces of strap iron (Fig. 4) are fastened over the frames engaging the forward bolt in the bending block. As regards the length of the slots in the table, two ¾ inch holes, bored with centers ⅞ inch apart and the intervening portions cut away as shown by the dotted lines in Fig. 5 will give satisfactory clearances.

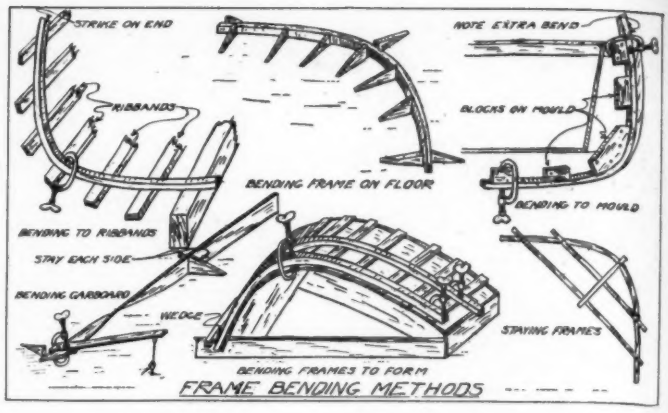
A steel band will be found useful in preventing frame breakages. Used as a backing, it will hold frames of cross grain from splintering. A large monkey wrench will aid in making sharp bends in frames. Care must be taken not to apply the wrench too near a bending block. The longer the fulcrum allowed the better the bend, and the sweeter the curve.

Simple steaming arrangement by W. B. M. which will answer where small quantities are to be had

Several pieces of burlap may be steamed in the box and used in connection with frames which are a bit stiff or show a tendency to splinter. Piling them on the frame at the point where heat is to be maintained, will give surprising help in this respect.

Fully as important as the equipment is the selection of proper frame material. A high percentage of breakage will result from the use of stock quickly dried in kilns as well as from frames in which the tendency of the grain is across the length of the stock. Naturally dried straight grained stock, or stock that is slightly green will produce the best results.

J. E. M., Norwich, Conn.



W. B. M. shows several ways in which frames can be bent in the boat or over molds

Steam Bending in Boat Work

FOR steam bending large frames, a generator capable of furnishing a constant supply of hot wet (not superheated) steam is necessary, but the amateur building a small boat, with frames up to seven-eighths or even one inch square, can rig up a temporary outfit that will answer the purpose for the construction of one hull, though extreme care and patience will be required to produce a satisfactory set of bent frames. Sometimes the coaming has to be steam bent also, often the bow end of the garboard plank and in some cases where the bow has a large flare it is of advantage to steam the plank ends; usually the whole plank or coaming does not have to be steamed and the same box that takes the frames will do, if the open end where the plank protrudes is well stuffed with rags or waste.

The steam box is made of wood three-quarters or more in thickness, long enough to take the longest frame and open at one end. Size of box depends upon the amount of steam available, usually allowing from six to a dozen frames at a time. Nail several cleats along bottom board so that the frames, while steaming, will be held above the bottom of box. Make all joints in box steam tight with white lead and canton flannel or caulking cotton. A wooden cover is made to fit into the end of the box; packing can be used here but the end should not be entirely steam tight as some of the steam should be allowed to escape.

The form of steam generator depends upon the equipment available; there would be no use going to a great expense building a steam generator for bending but one set of frames, however, there must be enough steam supplied to soften the frames enough that they do not split upon bending. For small frames, a teakettle set upon the kitchen stove with a hose pushed over the spout and pushed through a hole in closed end of steam box will do the work. A wash boiler with well-fitting lid and hose or pipe connection set upon a temporary brick furnace with stove-pipe chimney is still better. If city gas and water mains are at hand probably the best scheme is to rig up an old gas water heater with either a cast iron or copper heater coil as a sort of a flash steam generator. The gas burner is not changed but as only a small amount of water must be admitted to the coil, a needle valve to regulate this supply must be installed at the water inlet to the heater. From the top water outlet run a pipe to the closed end of the steam box and as this pipe will carry steam, make it short as possible and wrap with a thick covering of burlap or other available material. Such an apparatus, when gas and water are correctly adjusted, will furnish a large quantity of steam continuously.

(*Continued on page 92*)

How the Tachometer Helps the Outboard

Useful Accessory Instrument Enables Operator to Keep Track of Speed, Fuel, Oil, and General Efficiency of Engine

Answers to the Following Question Published in the July Issue

What are the advantages derived from using a tachometer on an outboard?

Keeping Tabs on Revs

(The Prize-Winning Answer)

R.P.M. has become almost a symbol of performance in the outboard motor field, and the accent is on the revolutions rather than the purr. The outboard mechanic can no more tune up his engine just from the roar than a jeweler can regulate a watch by listening to the ticks. Of all internal combustion engines, none turns over faster than the marine outboard, except a few airplane motors and the little straight eights that swallow up the miles at Indianapolis on Memorial Day. Light, well-balanced parts have led to new standards of speed and power.

With a normal peak of 3,000 or 4,000 a minute, several hundred revolutions below this mark pass unnoticed by the average boatman. But if he is in a race, hurry, heavy sea, or a strong current, he soon notices the results. Or if he has more passengers or cargo than usual, he may wonder why the little power box seems to be straining itself.

A score of possible defects in carburetion, ignition, ports, pistons, or rings, tight shaft, gears, or bearings, or a propeller out of true or balance rob the motor of its speed and pickup and increase gas and oil consumption. A tachometer shows at a glance what one may surmise or question for months. It also permits trial of different motor accessories — spark plugs, magneto, battery, and carbureter, for example, by the owner who is not fully satisfied with standard equipment. Comparative speeds should always be checked under similar conditions. Likewise, several of the numerous grades and brands of oil and gasoline may be tested with tachometer speed readings.

If the boatman is a speed enthusiast, he may wish to try a new make of pistons and rings, or drill pistons and rods to reduce weights, enlarge ports, cut down head to increase compression, or even regrind a block to oversize. However, regrinding disqualifies a boat under outboard racing rules. Some may want to try stepping up a hull (hydroplane fashion), installing a new propeller, or refinishing a bottom with some anti-friction paint or varnish. Thus lessening the resistance, generally gives the motor an increase in speed. Results of all such efforts are positively shown on the tachometer.

If one is very keen over speed, he can time his craft over a measured course at three or four different speeds, compute miles-per-hour or knots-per-hour, and record the same on a slotted cardboard disk, pasted or fit over tachometer crystal, as shown in the sketch.

The marine tachometer has distinct utility. It possesses a good degree of accuracy, with its large, clear dial reading directly in r.p.m. One make features a maximum hand registering top motor speed of a run until reset. Centrifugal, magnetic, magneto, and air-friction types are about equally dependable and easy to install. Adjustable pinion bracket and flexible tubing permit convenient inboard mounting.

Since the efficiency of the outboard engine is quite sensitive to adjustment of mixture and spark position, the one certain way to keep a check on this is by the revolutions. The tachometers now available are able to record the revolution rate while the engine is operating under service conditions and under full load. Any variation or falling off in the maximum speed will show itself instantly and the pilot can rectify adjustments to restore both the revolutions and the speed of the boats. This is the surest way of keeping the engine up to its work.

D. McC., Cleveland, O.

A cardboard disc on the tachometer face which is graduated in miles per hour as determined by tests is suggested by D, McC. of Cleveland

A Help to Efficiency

IN this day of efficiency and limited extras in the racing of outboards I believe in taking advantage of every opportunity offered to get the most from what you can have.

Due to the very high speed that a motor turns up it is impossible for the driver in the best of conditions to concentrate on the hum of his motor and differentiate the difference between one or two hundred revolutions more or less at top speed.

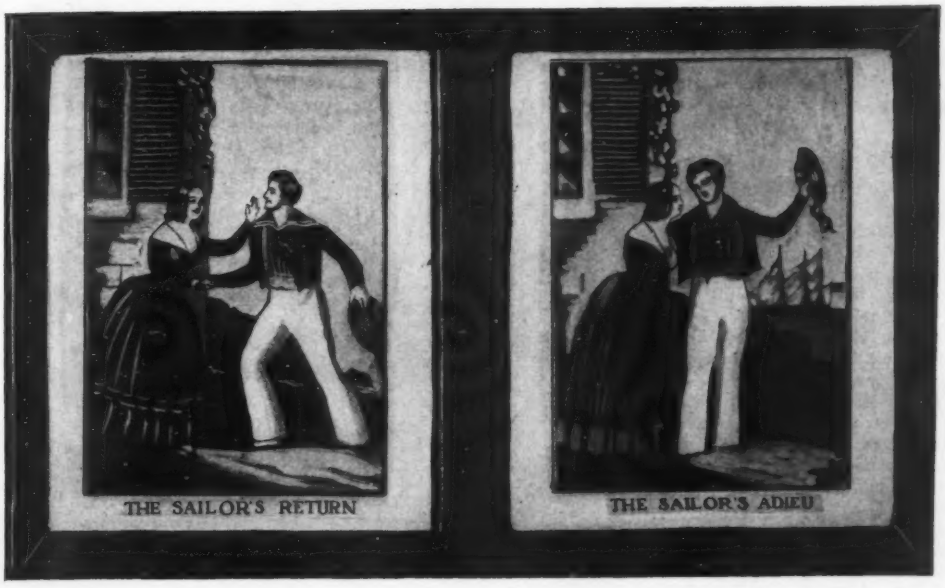
Your propeller is figured at top speed for efficiency and your motor is developing the most at the top speed and therefore every turn in the time allowed is what gets you to the line that much sooner.

When you start the race your motor may be cool and you are giving it a little richer mixture than when you have settled down to the pace and the tachometer tells you when to change.

Should there be a sharp turn in the course the revolutions tell you whether the wheel is taking the power or is slipping and you can make a much better get away.

Besides the above there is a lot of mental strain in the driving and hard concentration on the part of the driver in taking every advantage to be had from the other fellow and if a tachometer relieves him from the engine he can devote much more to the actual racing conditions

(*Continued on page* 98)



Off for a Cruise on the Bounding Sound

—*with a New Service of Ovington Beakers*

FIVE jolly shipmates are waiting in the lugger down the inlet, ready and waiting to turn the capstan round and sing "Anchors Aweigh."

Lardered and provisioned with the very best, the Nancy is off for a gay cruise down the Sound—perhaps to Sands Point—maybe even as far as Port Jefferson. A puncheon of the best Jamaica, five poker decks and a brand new Ovington service of grog glasses are among the stores.

There they are, messmates, every glass emblazoned with the flags—every last one of them neat as a holystoned deck—gay as a holiday halyard—personal as the log of the captain.

For all yachts should be chandlered with a good service of Ovington crystal, and a set of Ovington china, decorated with your flags.

As little as $55 will answer for a set of beakers—as little as $100 will get you a china service for six. Ovington's will gladly submit designs.

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New York

OVINGTON'S

"Gifts from All Over the World"

Yard *and* Shop

Notes of Interest to Both Owner and Manufacturer

A Challenger from the West

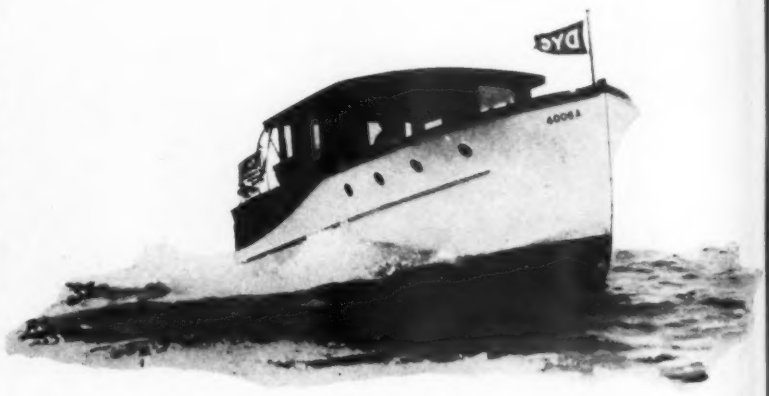
A NEW boat, Miss Los Angeles, which is to be piloted by Ralph Snoddy, will make a bid for fame by challenging the speed records of Gar Wood which have been in his care for so many years. This boat has been built for James Talbot, Jr., and both he and Snoddy have been providing severe competition with their Miss Rioco in the 151 inch hydroplane class in the waters of California and Florida both. Seven years ago Gar Wood brought his fast Miss America I and Miss Detroit V to the west coast and succeeded in cleaning up all the local talent. The new Talbot boat was designed to regain all these records for the west coast and then will attempt to lower the worlds' records at Detroit in the regatta there. It is planned to conduct official time trials at Long Beach, California, before the boat is shipped to the east and it is confidently expected that she will establish new marks. This boat was built in the John L. Hacker Boat Works at Mt. Clemens, Michigan, and is equipped with a very powerful Miller engine built especially for the boat by Harry A. Miller of Los Angeles. It is a 16 cylinder vee type with a displacement of 620 cu. in. Two superchargers assure an ample volume of gas at the very high rates of speed at which it will turn. The size of the boat itself is 30 feet in length so that it complies with the requirement of being under 40 feet in length as provided by the conditions for the Harmsworth Trophy.

Gear Installation Gives More Speed

Most recent among those boat builders to add their stamp of approval to the newly announced Morse straight-line reduction gears, is the A. G. Liggett & Son Company, Wyandotte, Michigan.

This firm of boat builders, one of the best known in the Detroit territory, recently installed a model K two-to-one Morse reduction gear in a 40-foot cruiser built for Albert F. Saur of Detroit, and powered with a 150 horsepower Kermath motor.

According to letter written by R. A. Nilsson, sales manager of the Liggett Company, the installation has increased the boat's speed better than 15 per cent as compared to a direct drive, and, furthermore, has greatly improved general performance. No service has been required and the job runs with remarkable quietness.



The forty-foot Liggett cruiser which gained an increase of fifteen per cent in speed by using a Morse reduction gear with the Kermath power plant

An Unusual Boat

A unique boat in other ways than name. Called by the owner a fishing boat, she is really a fast day cruiser, built by the Luders Marine Construction Company. A pair of Sterling Dolphins drive her 22 m.p.h. Her owner, Philip L. Smith, of Tenants Harbor, Maine, has had four other boats built by Luders—a pretty conclusive evidence of his enthusiastic satisfaction with the workmanship of this well-known builder.

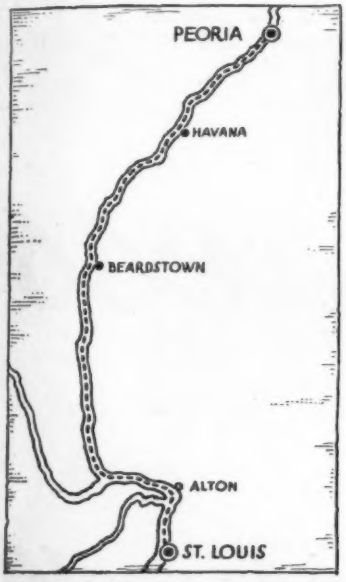
Skunk was conspicuous at the recent Yale-Harvard Regatta, and will be conspicuous wherever she goes, with her bas-reliefs of the famous little animal on the sides of the deckhouse and her black and white color scheme resembling her namesake.. We do not know who christened her Skunk, or why, except because of the owner's striving for orig- (*Continued on page 68*)

Skunk, an unusual 22-mile boat built by Luders. She is 56 feet long and powered with two Sterling Dolphin engines

Three Great Marathons Won by *Super Elto Quads!*

Peoria - St. Louis Marathon
JULY 1st

202 miles, 56 starters. Eldon Travis in "Spirit of Peoria" crossed the finish with a 15 mile lead. One stretch of 75 miles was covered in 2 hrs. 5 min. averaging 36 M.P.H.



Eldon Travis in "Spirit of Peoria"

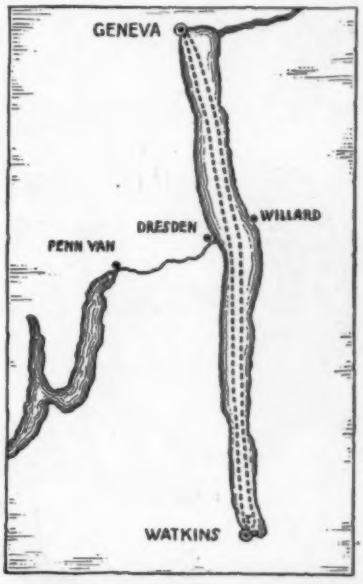
Houston-Galveston Marathon
JULY 15th

88 miles, 23 starters. R. S. Putnam battled against head wind, sea and tide to win by a 20 minute margin. Second place was won with a Quad, Service Model.

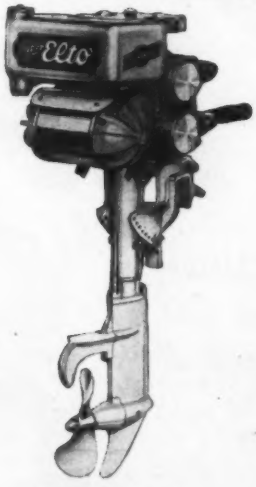
Robert Putnam in his Herbst Special

Seneca Lake Marathon
JULY 28th

75 miles, 35 starters. Under storm conditions, C. Gordon Meserve covered the course at an average speed of 31 M. P. H. The last 37 miles were covered at a speed of 35.15 M. P. H.



Gordon Meserve driving "Argi"



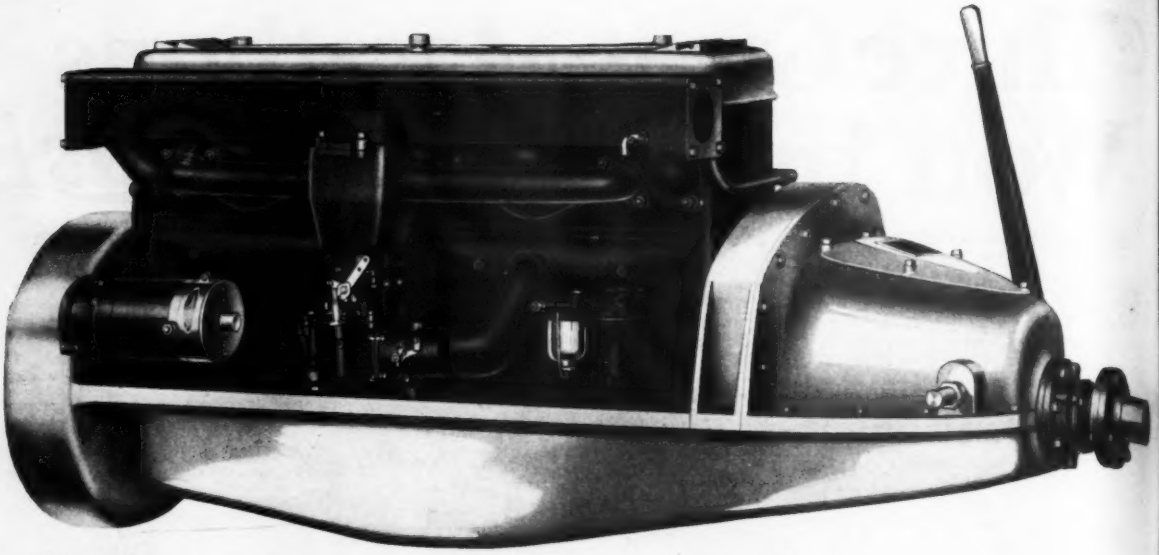
The *Quad*
Hi-Speed Model, $295.00
Standard Model, $275.00

202 miles in 6 hours, 12 minutes! 75 miles in 2 hours, 25 minutes! 88 miles battling against head winds, seas and tide! Scores of miles clocked for an average of 36 M. P. H.! The mounting lists of victories earned by the new Hi-Speed Quad in gruelling distance grinds proves that its amazing speed is a dependable factor under *all* conditions.

From the date of the first deliveries of these new models, their wide-margin victories in numerous important free-for-all and long-distance races offer convincing evidence that they are the fastest outboard motors built today!

Deliveries of the Hi-Speed Quad can be made immediately. See your local dealer for a demonstration. Send for literature.

ELTO OUTBOARD MOTOR COMPANY, Ole Evinrude, *President*
MASON STREET — DEPARTMENT F — MILWAUKEE, WISCONSIN



"a Smoothness and Get-away That Appeals"

GRAY "8"

That's the way one enthusiastic owner describes the outstanding performance of the remarkable new *GRAY "EIGHT"*

—Develops more than 115 H.P.
—Is under 60 inches in length.
—Is only 20 inches high above center of shaft.
—Has counter-balanced 5 bearing crankshaft, 2⅝" in dia.
—Has a bore of 3⅛" and a stroke of 4½", giving 322 cu. in. displacement.
—Has a salt-water resisting aluminum base for lightness.
—Has double type single heat carburetor with two mixing chambers connected to separate intake manifolds.
—Has pressure lubrication to camshaft bearings, connecting rod bearings and crankshaft.
—Has accessible, effective, practical type oil cooler.
—Has extra deep water jacket.
—Has removable bronze geared very low speed water pump.
—Weighs only 580 lbs. with aluminum base. Iron base optional.
—Is priced at $1100.

Write for Catalog

GRAY MARINE MOTOR CO.

680 Canton Ave. Detroit, Mich., U.S.A.

Advertising Index will be found on 3rd last page

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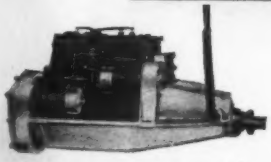
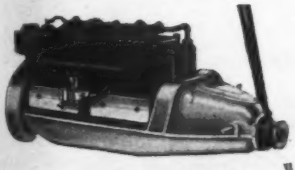
To Help You Choose

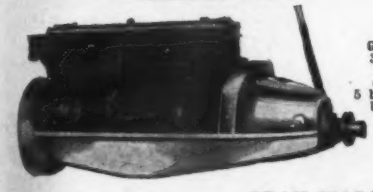
The BEST ENGINE for Your BOAT



Gray Four "30" 3⅜" bore, 4½" stroke. Only 42" length overall. Price, $445.



Gray Six "72" 3⅜" bore, 4⅝" stroke. Less than 51" overall. 2⅝" seven bearing crankshaft. Price, $765. Iron Base; $795, Aluminum Base.



Gray Eight "115" 3⅜" bore, 4⅛" stroke. 2⅝" counter-balanced 5 bearing crankshaft. Under 60" long overall. Price, $1100.

For more than 20 years, Gray Motors have been making good in all parts of the world. Last year the average service cost on over 70,000 of them was under 50 cents per motor. That's why "Everybody has a good word for Gray." The new Gray line of—

"Fours", "Sixes" and "Eights"

is especially notable for their ease of installation, accessibility of parts, great flexibility of power and remarkable smoothness in operation.

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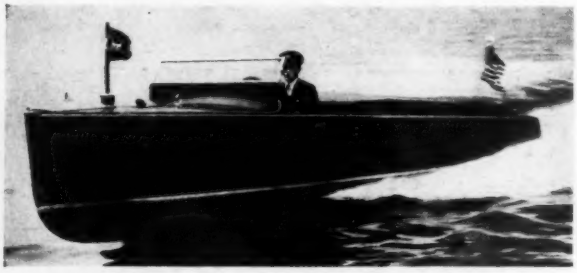
(*Continued from page* 64)

inality, but it's sure that Skunk by any other name would run as sweetly, and we can be sure that Skunk will not be skunked by any other boat her type—in ability, speed, and comfort. For even so-called fishing boats when built by Luders cannot fail



A 26-foot Chris Craft which Lieut. Com. Eugene F. McDonald has purchased for his personal use and pleasure

to have those exclusive refinements which lift Luders craft out of the ordinary.

Skunk is 56 feet long, 11 feet beam, and draws 3 feet. She is mahogany planked.

Corsairs and Cruisaders

Talk about catalogues doesn't really belong on pages devoted to yachting, but once in a while you find a piece of literature pertaining to the field that you just can't help mentioning. The attractive little leaflet on Chenevert's cruisers is one which has the effect noted. It is very nicely gotten up. It is simple but it gets its message over and, above all, it doesn't talk as if there were no other boats afloat that were worth anything. The illustrations are good and the descriptions are complete and interesting. It tells you just why the builders consider that they have a really fine boat value—and no more. The cover is quite intriguing. There is no name but simply a drawing of a fifteenth century sailing ship and a short saying which we fully endorse: . . . there is nothing half so much worth doing as simply messing around in boats or with boats.

Maryland Yacht Club to Celebrate

The Maryland Yacht Club of Baltimore is staging a two-day celebration in honor of their twentieth anniversary on September 8 and 9. Boats and yachts of all types and all hailing ports are invited to attend the local regatta to be held on the two days mentioned. There will be races for outboard motors of all classes together with a free-for-all; races for stock runabouts and a free-for-all cruiser race on the two days. On Saturday night there will be a dance at the club for all visiting yachtsmen. On Sunday night a subscrption dinner will be arranged at which the trophies will be awarded. From 9 until 11 a water carnival and pageant with illuminated ships will be held. The officers of the club are particularly anxious to have members of the RC2 with them to celebrate the occasion of the Maryland Club's birthday.

New California Outboard Club Is Formed

The newest outboard club to be formed is the Outboard Motor Boat Assn. of Central California headed by the following officers: G. A. Eichelberger, Commodore; W. I. Compton, Vice Commodore; John Gerner, Rear Commodore; and Geo. Kaehler, Secretary-Treasurer. At the time of organization there were 33 members signed up but the present indications are that there are to be double that number in a very short time. Application has already been made to the A. P. B. A. for membership and the club is likely to enjoy a very prosperous existence.

Correct Lubrication for Marine Engines

Correct lubrication for marine engines, including outboards, is outlined very fully in a valuable little booklet recently issued by the Vacuum Oil Compny. The causes and cures for most engine troubles are described in a systematic manner together with a chart of the grades of oil best suited to the various types of engines now made. Both Diesel and gas engines are considered and also gears and universal joints.

Altogether the book makes a very valuable addition to the literature available on marine lubrication.

Tom Webb Dies

Tom Webb, for years one of the staunchest supporters of motor boat racing in the middle west and donor of the Thomas H. Webb Perpetual Trophy, died in a hospital in Chicago on July 14th from injuries received in an automobile accident.

For thirty-five years Tom Webb has been one of the most picturesque characters in motorboating circles. The famous trophy which he donated was put into competition some twenty-one years ago and has been held at various times by many of the leading hydroplane drivers of the country. Only a few short weeks prior to the death of Mr. Webb its was won by Russell Dowers from

(*Continued on page* 122)

Mystery, a fast little hydroplane built by E. Sell in Dunedin, New Zealand, from MoToR BoatinG designs

The 122-foot fishing trawler Boston being modernized by the installation of Nelseco Diesel engines at the Groton plant

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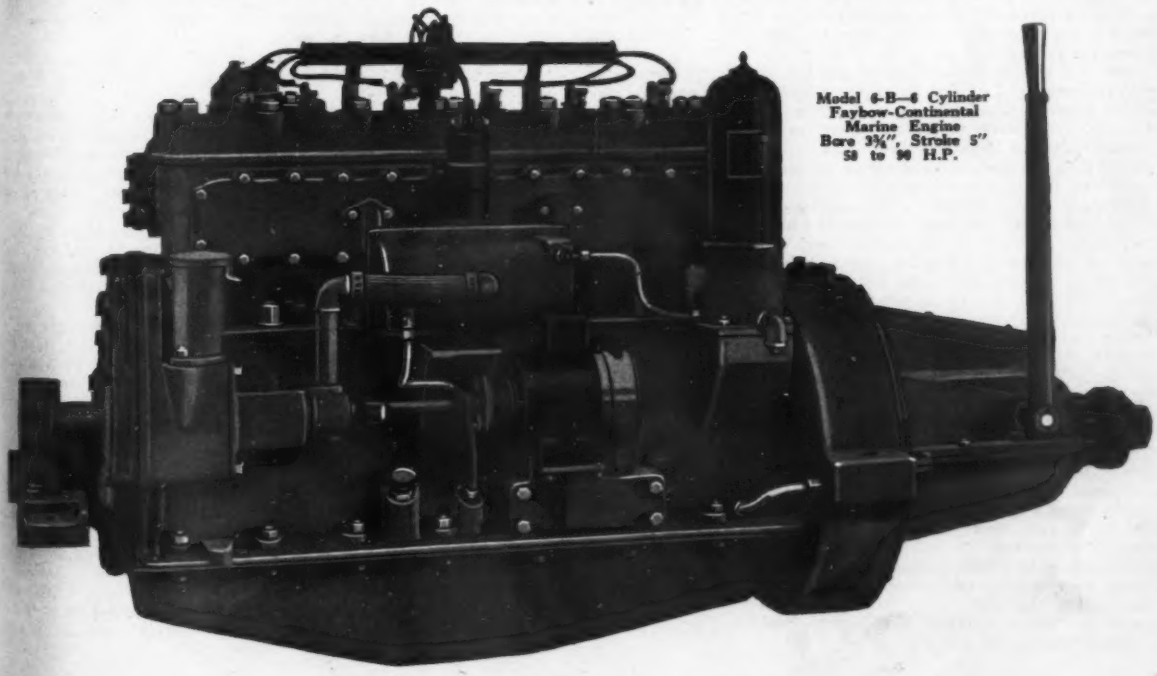

Model 6-B—6 Cylinder Faybow-Continental Marine Engine Bore 3⅛", Stroke 5" 58 to 90 H.P.

Portaging an Arctic schooner around Smith Rapids of the Slave

Boating on Arctic Waterways

(*Continued from page* 43)

two barrels of sausages and requesting that they be rushed by the boat-train.

The resourceful Watson rushed out to a phone, sent a hurried message and was back in time to swing on to the rear platform as the train crept out of the station.

"Phoned to Burns to load the sausages and chase us to Dunvegan," he said with a grin. "Good road that far and they'll probably catch us while they're making up the freight in the yards."

And thus it chanced, though I should explain, perhaps, that the train was not quite as slow as one might assume from that bare recital of facts. Without the twenty minutes of switching with the buffalo cars it would have been a near squeeze.

The schedule calls for covering the three hundred miles between Edmonton and Waterways in about twenty-four hours. This allows a halt of several hours at Lake La Biche for the train-men to rest, thus avoiding the necessity of shifting crew. Since our train made the Mackenzie River boat connection and was therefore extra long, it was considered to have done well in covering the route in thirty hours. Even that ten-miles-an-hour average was a great improvement over the rate made when it took from two weeks to a month to reach practically the same point from Edmonton, using stage to Athabaska Landing and barge the rest of the way to McMurray.

One was aware of much in common between the passengers on this train end and of that by which I had traveled to the Peace River country. And just as certainly was one aware of a difference. All were muscular, square-shouldered, free-striding, weather-bronzed outdoor men. The difference was mental rather than physical. It was subtle yet unmistakable. One comprehended finally in realizing that the Peace River man, though a pioneer, is also a settler, while your predominant man of the Northland is still the frontiersman—the hunter, trader and trapper. That accounts for the swagger and the devil-may-care eye; also for the whiskers, the fur caps and the moccasins.

Lake La Biche is about the Farthest North for farming in the Mackenzie Basin. There are gardens and small patches of grain beyond but no real farms. And so there are no real settlers in the commonly accepted sense of the term. Many traders, trappers and missionaries have been in the country for decades. Yet all are transients in a way, none of them bound to the land by such ties as hold the man who tills the soil.

* * *

I found the motorization of the Athabaska-Slave-Mackenzie route even more complete than that of the Peace. The two large stern-wheelers of the regular passenger and freight services of the upper section of navigation were steamers, as was also the single stern-wheeler plying on the lower section north of Fort Smith. Every other craft, with the exception of a part of the skiffs and canoes, was motor-driven. Chief of these were the gas-boats which supplemented the services of the stern-wheelers. These were similar to the one I saw at Peace River, save that they lacked the extra story of pilot-house which gave such a queer light-house effect to that bizarre craft and made it such a plaything of wind and wave.

Besides furnishing intermediate freight and passenger services on the main travel artery, the gas-boats ply on runs of their own to such remote points as Fond-du-lac, at the eastern end of Lake Athabaska, Fort Rae, on the northern arm of Great Slave lake, and the upper Laird. Not quite so fast as the powerful stern-wheelers, they are still able to maintain an equally frequent schedule through the time gained by not having to tie up to the bank to take on wood. When late summer low water on the lower Mackenzie renders it impossible for the steamer Distributor to make a third trip below the Ramparts, it is one of the useful gas-boats which is sent through with its barge to the posts north of Simpson to sweep up the end-of-the-season traffic in freight and passengers. And it is a gas-boat, too, that is rushed down for rescue or salvage when a stern-wheeler is stuck on a bar of the lowering Athabaska or driven aground in the windy traverse of Great Slave.

Besides being the head of regular steam navigation Waterways, as a consequence of its location at the end of steel, is also the point from which depart various and sundry independent outfits voyaging on their own. These belong mostly to trappers, traders, prospectors or hunters who want to be independent of movement and are not unmindful of the saving in freight and passage money to be effected if time is not too important a consideration. Cargo is usually carried in a scow or barge, which is often provided with a cabin or decked over section for cooking and sleeping quarters. These craft will either be driven by their own engine or pushed by a launch lashed alongside. The use of outboards is becoming more and more frequent, even with scows of thirty feet or more in length. In such cases the kicker is hung in a hole cut at a proper height in the long overhang of the stern. A small outboard or two is usually carried for the inevitable canoes. Drums of gasoline and oil are stowed in every corner. The price of fuel mounts faster than latitude as northing is run off, and nothing eats into a season's profits quicker than having to replenish tanks at two dollars a gallon, as at Simpson, or three dollars as it may be at Wrigley.

We shall see many of these strange outfits before the voyage is over, some of the unlucky ones in tow of the steamer doubtless. We are particularly warned to have an eye out for a motor-driven cabin scow carrying a hard-bitten trapper and his young English bride. There were rumors in Waterways that the girl had shown signs of surprise at not finding her husband's argosy quite the yacht-like cruiser of which she had been shown a photograph in London, and it was thought she displayed indications of restiveness.

There is one flotilla that has preceded us by a month that will be an interesting sight should we overtake it before it breaks up at Aklavik. This is a tow composed entirely of so-called schooners—a type of broad-beamed auxiliary sail boat that is found only on the waters of the Mackenzie basin and the coastal seas beyond its delta. These boats, though evolved primarily from the experience of the Esquimaux traders of the Arctic coast, are also extensively used on Great

(*Continued on page* 72)

An Announcement

Dawn will build but one size cruiser for 1929—The Dawn "45". Build it as no other cruiser of its size or comparable beauty has ever been built before.

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Mountain rapids of the Slave from the head

Boating on Arctic Waterways

(*Continued from page 70*)

Slave and Athabaska Lake. The term schooner is a misnomer, as the single-masted craft is really a sloop. It is decked over but is usually without bulkheads below, where the owner and his family, trade-goods, furs and the engines are thrown impartially together.

Although barges are frequently built at Waterways and Fort Smith, it has proved most satisfactory to construct these schooners at Edmonton, ship them by train to Waterways in the spring and send them on down to their destinations on their own bottoms. Where a number are on the way at the same time gasoline and engineers are saved by assembling them in long tows and having one of the best engined of them furnish the motive power. Those going to the lower river are dragged across to the Fort Smith portage by tractors or long teams of horses.

Such a flotilla of schooners had already made the dangerous traverse of Great Slave Lake and was plugging away down the Mackenzie. As it was due at Aklavik at about the same time as was the Distributor, we could expect to see the Esquimaux taking possession of their respective units.

With twenty-four hours or more on my hands at Waterways before the down-river steamer would be loaded and ready to depart, I was only too glad to take advantage of an invitation from Captain Haight to spend a day with him on the gas-boat Canadusa. This name, I was informed, was not borrowed from the classics, as one might have inferred from its sound, but was rather a synthetic product compounded from Canada and U. S. A. Her former owner had been an American and his nomenclature was a sort of hand-across-the-border gesture.

Canadusa was just back from her first voyage of the year to the distant head of Athabaska Lake and before departing on the second and final one had been put to picking up a few odds and ends about the Waterways terminal. The first job of the day was a run up the Clearwater to bring down a barge-load of junk from a dismantled steamer. There would not be enough water to reach the point if the river continued its present rate of fall for a few days longer.

Captain Haight was one of the oldest men in the Hudson's Bay Company's river service, and his memory went back to the time when there was still some movement of freight from the Saskatchewan and Athabaska by way of the Long Portage and that very Clearwater across the rising gravel of bars of which he was now trying to lay a course that would keep his barge from grounding. Jiggering his wheel to port or starboard as a man on the bow of the barge signalled the depth on a red-and-white sounding pole, the veteran rattled on about old times on the Northland rivers, and especially of the spacious days of the Athabaska scow brigade. He spoke of the prowess of the Loutits and the Gaudettes as trackers, packers and trappers, and that led him on to mention old King Beaulieu, who borrowed wives as other men borrowed smoking tobacco and whose offspring were as numerous as the spawn of the connie.

"And is it true that every one of them is a borrower to this day?" I asked eagerly; "that there has never been a Beaulieu that was not a rascal, a thief and an out-and-out blackguard?"

If my voice keyed higher than was its wont it was because I was highly interested in old Beaulieu. I had never quite been able to understand how a man who had served Mackenzie so well had left such a scalawag progeny.

As my frank query was broadcast on the clear morning air the hulking 'breed on the bow snatched in a half-dipped sounding-pole, turned in his tracks and fixed the pilot-house with a basilisk scowl. The Captain grinned, but there was a flush on his clean-shaven gill as he replied in a lowered voice.

"Yes, I'm afraid they're all rascals and blackguards; but somehow none of 'em have ever come round to a point where they wouldn't put up their backs an' spit on being reminded of it. Look at that one there. Been stealing and knifing ever since he left the Chipewyan mission, and always in the back. Been jailed a dozen times and ought to be there now. Knows that everyone knows he's a wrong 'un; and yet look at him sulk just 'cause he overhears a remark to that effect. He's trying to ground me now, signalling a foot more water than he finds at every prod. Can't do us no harm on the up with an empty; but on the down with a load—well, that's a different matter. Just to be on the safe side, I'll leave him up at the junk-pile stacking lumber and let the cook heave the sounding-pole for the down trip."

"What's the cook's name," I asked suspiciously, for I had already had a glimpse of the lord of the galley on going aft for a drink of water.

Captain Haight grinned broadly and then burst into an uproarious guffaw.

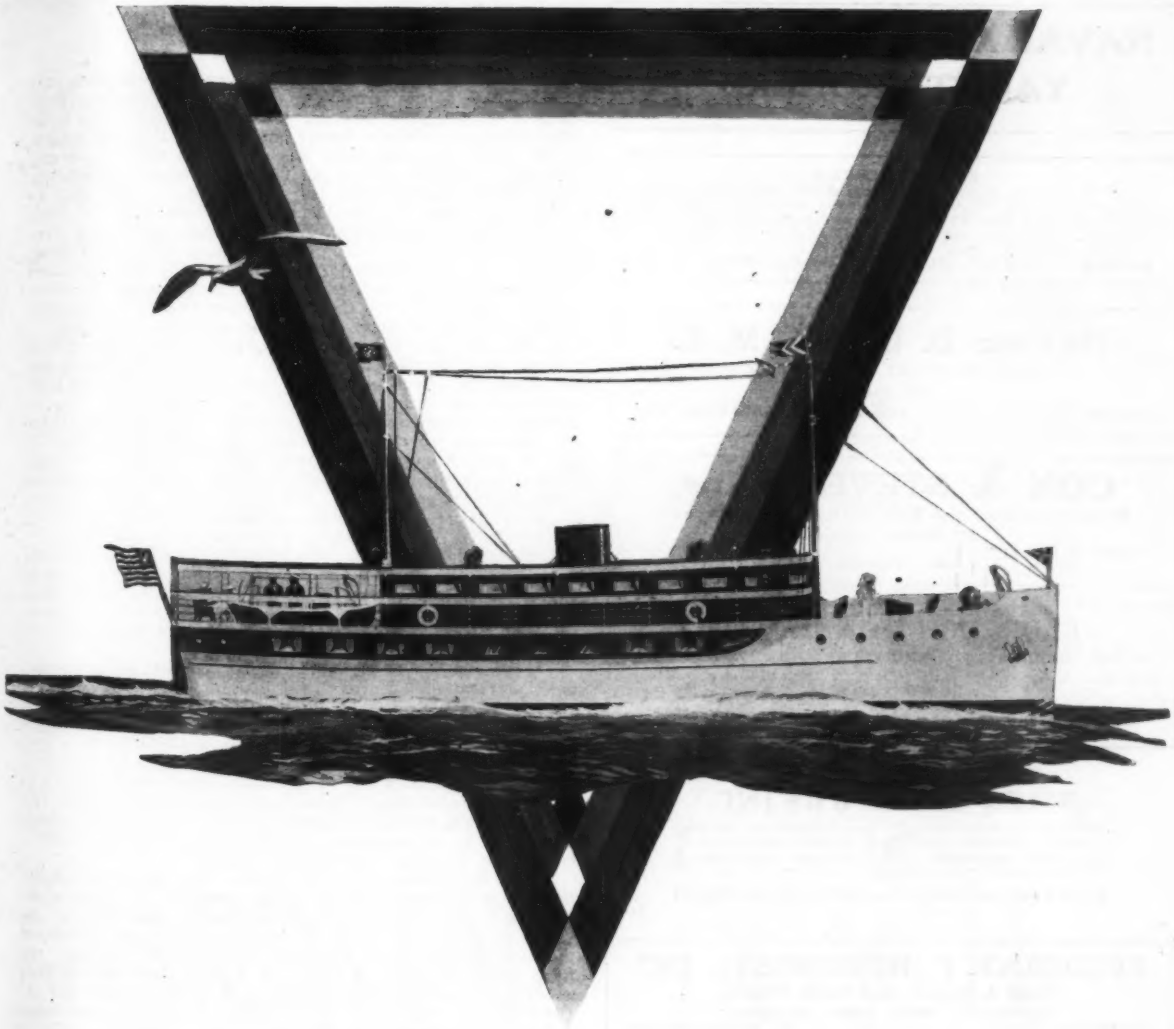
"Spotted the family resemblance, did you?" he laughed. "Yes, the cook's a Beaulieu all right; but only a half-brother of 'Big Bateeste,' and not half as bulky nor half as bad. Nothing worse against him than broaching cargo on the steamer or lifting traps now and again. Not such a hair-trigger temper as the big fellow, neither; but, all the same, it'll be just as well if you talk just a little under your breath when you make any more queries about the Beaulieu brood. They're—I knew it. There she bumps!"

As the Captain had intimated, nosing into a bar with an unloaded barge on an up-stream run is a matter of little moment. Shutting off the engines allowed the current to back us off of this one, and on only one of the three or four other instances that Canadusa was the victim of careless sounding was it necessary to reverse before worrying clear. Big Bateeste glowered more savagely than ever when told off to stacking nail-studded boards from the wreck of an old steamer, but, much to my relief, confined his hostilities to grinding his tobacco-stained fangs and muttering under his breath. He would forget the insult by night, the skipper encouraged, not to recall it until the next time he got drunk—probably Saturday. And by that time I should be five hundred miles down the river.

And that was the last I saw of Big Bateeste—until the next evening, when he turned up as a roustabout on the steamer Athabaska, to hang (as I fancied) a Damoclean sword over my shivering shoulders most of the way to the Arctic.

Shoving that deeply-loaded barge of lumber and scrap-iron

(*Continued on page 74*)



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Boating on Arctic Waterways

(*Continued from page 72*)

back down the river to Waterways was an extremely nice piece of navigation. Drawing a foot or two more than on the up-river voyage, there was now a current of from three to six miles an hour to drive it harder onto any bar that was touched, where before the same force was exerted to free it. Straight sand-bars had little menace but the two or three upper rapids, where broken white water had washed the channel clear of everything softer than boulders, were planted full of dynamite. A ripped-open bottom was the penalty of striking there. But turning, driving, slowing, drifting, keen of eye and steady of hand, the consummate old veteran put the unwieldy outfit through without so much as a kiss-off from one of the foam-masked niggerheads. To me the demonstration of the handiness of the gas-boat in rough water was especially interesting.

In the afternoon Captain Haight, leaving his barge behind, ran me down on the Canadusa for a sight of McMurray and the Athabaska. In the early days of the fur trade the old Hudson's Bay post of Fort McMurray gained importance from its position at the junction of the Clearwater and Athabaska. When the Clearwater route was abandoned in favor of that by Edmonton and Athabaska Landing, McMurray held its place through being the point at which the scow brigade transshipped cargo to the river steamer. With the coming of steel it consolidated its position through becoming the point at which (at nearby Waterways) the steamer meets the railways.

McMurray is the town, I might explain, and Waterways the port. The reason that railroad and steamer-landings are focussed on the latter is because the tranquil lower Clearwater, being much less affected by rise and fall than the swift and turbulent Athabaska, offers better facilities for transshipment of freight.

The present-day town of McMurray consists of a quarter-mile-long straggle of stores and houses along a broad grass-grown street. It offers an illuminative study of the transition of a one-time fur-trading post under the influence of modern transportation. In the early days there would have been little there save the buildings of the original Hudson's Bay compound, with a mission and the shacks of the Indians. The days of the Athabaska scow brigade brought a few independent traders, but never enough to challenge the position and influence of the H. B. C., sometimes translated by rivals (as much in envy as in jest) as "Here Before Christ."

It was the completion of the railway that made the competition for local trade a free-for-all scramble. A dozen stores were built and stocked. No longer was it necessary for the Indian to seek credit (or debt, as it is called in the North) at the Hudson's Bay store on such terms as the Company saw fit to grant. A score of Jews and Syrians were shaking their goods under his nose, begging him to take them away and pay when he took the furs. That, indeed, is not an exaggerated picture of conditions as they are today. Hudson's Bay, in order not to be left out of the running entirely, closed the old post by the river and opened a shop on the main street. This store undoubtedly carries the best goods to be had in the little town and is able to offer the fairest debt to the Indian. But its prices are not the lowest, nor is it by any means the busiest of the local emporiums.

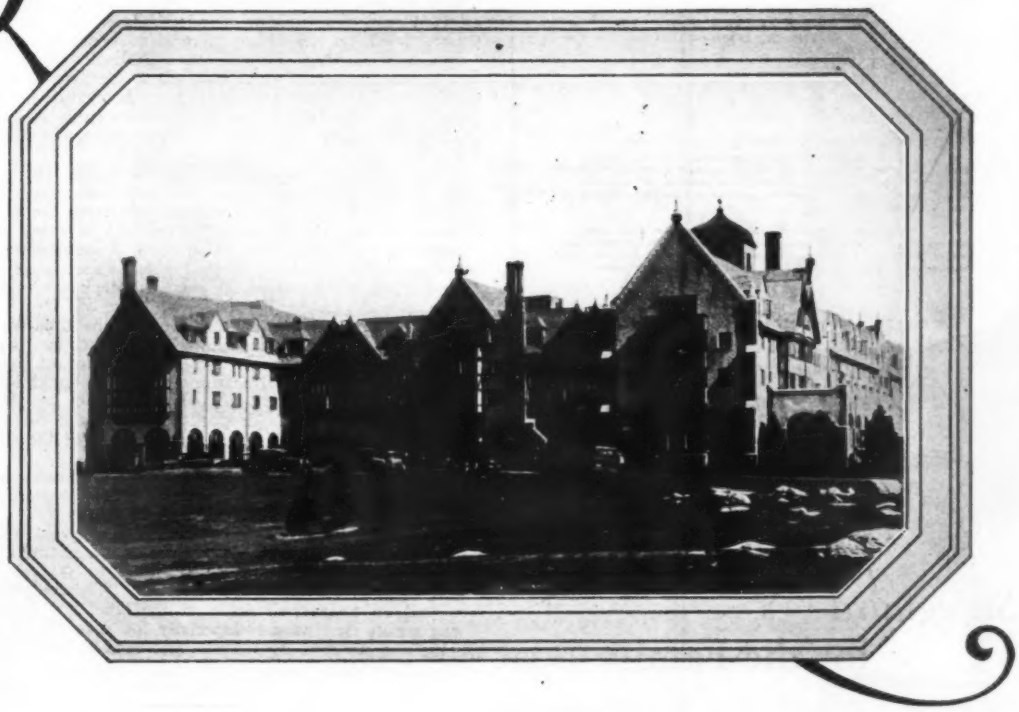
There is no doubt that the Indian was far better off under the paternal and comparatively beneficent regime of the time when the Hudson's Bay Company had a practical monopoly of the fur trade than is the present indiscriminate competition for his patronage. He has, moreover, been hopelessly corrupted by dealing with irresponsible traders of indifferent moral character. Hudson's Bay's motto of *"Pro Bollo Cutem"* is translated as meaning "A Skin for a Skin." The unwritten slogan of the Jews and Syrians would appear to be a slight variation of this. I am unable to express the sentiment in Latin, but in English vernacular it would read "Skin 'em both ways!"

Of the deplorable condition to which the Indian of the North has been reduced as a consequence of being tossed to the swarming wolves of the independent fur traders loosed on him through the extension of modern transportation facilities, we will see all too much as we voyage toward the Arctic.

McMurray's steamer landing is located on a quiet-flowing side channel—what would be called a slough on the Mississippi or Ohio but which in the North is dubbed a sny. Pushing up this with Canadusa, Captain Haight fought the swift current of the main Athabaska past the tar-sand bluffs and the abandoned salt works to the foot of the tumbling rapid which closes the river to steamer navigation. There is moderately rough water here but it was never such a menace as the sheer ledge of the Cascade, some miles above, where many a scow

(*Continued on page 76*)

Lovely



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Boating on Arctic Waterways

(*Continued from page* 74)

Three years previously I had stepped across the nascent Athabaska where it emerged in milky streaks from under a northern arm of the two hundred square miles of the great Columbia icefield. Now, at this last of its rapids, a couple of miles above the mouth of the Clearwater, I found it from a quarter to half a mile wide, and rapidly deepening and slackening as it left the Rockies behind. Indeed, save for the rapids above Fort Smith on the Slave, there is no break in steamer navigation between the Clearwater and Aklavik, not far from tidewater of the Arctic. It is not improbable that there is a greater mileage of riverway open to steamer navigation on the Mackenzie-Slave-Athabaska-Peace system than there was on the Missouri, Mississippi and Ohio before improvement operations were started.

The comparison is a difficult one to make. But in any event, the use of this remarkable northern waterways system must always be considerably restricted, both from the fact that it is closed by ice from three to six months of every year and because the region it drains has so sparse a population. But what a riotous, rolling road it is at the height of the summer flood! And we are all set to follow it, even as Mackenzie did, the whole of the way to the Frozen Sea!

Twilight had fallen on the river by the time we came back from a tramp over the ruined salt-works, but the upper hill sides were still blazoned with a gay flutter of light from the slowly declining sun. Ploughing through a liquid, lucent streaming of golden mist that filtered down from the calcium-bright shaft above, Canadusa dropped back with the current past McMurray and then breasted the gentle tide of the Clearwater to her moorings at Waterways.

As I stepped off to the muddy bank to clamber along to the steamer a sudden salvo of revolver shots shattered the idyllic calm of the evening.

"Drunken 'breed running amuck?" I queried apprehensively of my companion, in the back of my head a picture of the savage scowl of Big Bateeste.

"Not yet," comforted the Captain. "They're evidently going to pull off a farewell dance at the hotel and shots fired that way means the Indians—especially the squaws—are welcome to come and shake a leg. You'll get used to it before you come back from Aklavik."

(*To be continued*)

The Kermath Trophy for Cruisers

The Kermath Trophy Race will make its debut at the International Regatta to be held at Detroit on September 1st, 2nd and 3rd. This race is open to all cruisers with a speed rating of 9 to 18 miles per hour. It represents an entirely new order of cruiser racing and bids fair to become the most popular type of cruiser handicap racing so far worked out—placing a greater premium on fine navigating and seamanship.

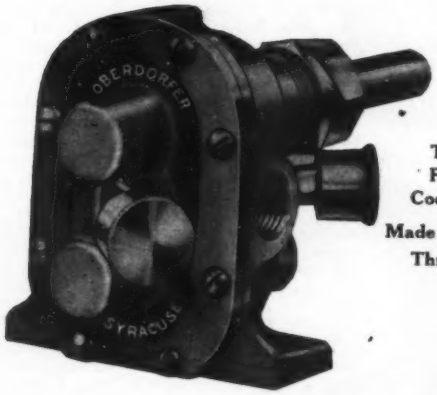
Considerable effort was expended on the rules and the method of handicapping by the Committee appointed. This Committee represented some of the outstanding racing authorities and race rule exponents in this country—Commodore A. A. Schantz, of Detroit; Commodore C. F. Chapman, of New York; W. D. Edenburn, Secretary of the A. P. B. A.; Howard E. Blood, Measurer of the A. P. B. A., and E. V. Rippengille, former Measurer of the A. P. B. A., who worked out many of the details, including the handicapping procedure.

Some of the unique features of the Kermath Trophy Race include the barring of all cruiser manufacturers from entry—thus making it strictly an amateur yachtsman's race. No boat is disqualified for exceeding its speed limit except it be over eighteen miles per hour—it is re-handicapped according to elapsed time and permitted to re-enter in subsequent heats. A total of three heats are run, the length of the course being a secret for each heat. Compass readings are given all entrants just prior to the start of each of the three races.

The race committee permit three methods of timing boats for their individual handicaps. The owner may hand in his own time. The boat may be timed with an observer aboard over a trial course, or the past performance of the cruiser will be acknowledged. The Kermath Manufacturing Company, who are donors of the trophy, are having a large 22-inch silver cruiser model of the Dawn 45 mounted realistically on a silver sea. This trophy is perpetual, remaining the property of the yacht club whose representative wins it. Small replicas of the larger trophy have been made up and one of these is given to the winner each year.

The Kermath Company are now considering the extension of this race to other cities than Detroit, and other countries than the United States.

Advertising Index will be found on 3rd last page

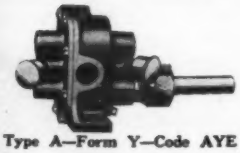


Type A
Form X
Code AXE
Made of Bronze
Throughout

THE HEART of YOUR MOTOR!

YOUR motor is absolutely dependent upon its circulating pump to keep it cool and efficient. If your pump is working badly you are not only placing a bad handicap on your motor, but you are exposing it to damage that will take much time and money to repair.

Oberdorfer Bronze Gear Pumps are pumps of known efficiency and dependability. Most marine supply dealers carry a complete stock on hand so that you can get quick replacements. They are available in all types, sizes and forms for replacements on any make of marine motor or for use in converting automobile motors.



Type A—Form Y—Code AYE

Type B—Form X—Code BEX

Type B—Form Y—Code BYE

Made of bronze throughout with double bearings and full lubrication facilities. Positive in action. Long wearing and smooth running.

All parts of Oberdorfer Pumps are so accurately made that they are easily interchangeable.

Each one is run in oil and carefully tested before leaving the factory.

Send for Complete Bulletin on Oberdorfer Pumps

M. L. Oberdorfer Brass Co.
2200 THOMPSON ROAD
SYRACUSE, N. Y.

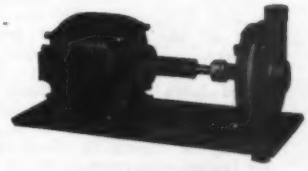
Patents Applied For

THE NEW MODEL "B" AUTOMATIC BILGE PUMP

6 and 12 volt models. Automatic or constant action as desired. Capacity up to 350 gallons per hour. Easily installed. Price $25.75.

HAND BILGE PUMP

All bronze. Detachable handle. For use where current is not available or as an auxiliary to a motor driven outfit.



NEW CENTRIFUGAL MOTOR DRIVEN OUTFIT

¼ h.p. motor. Capacity up to 2100 gallons per hour.

GIANT, JUNIOR AND LITTLE GIANT

Now available in ¼ h.p. as well as 1/6, 1/3 and ½ h.p. Handy all-purpose pumping outfits.

Oberdorfer Pumps

Fauber, Hydroplane Inventor, Dies

William Harrison Fauber, inventor of the Hydroplane, and one of the foremost inventive geniuses in the development of modern step boats, died at his home in Brooklyn, N. Y., on Sunday, July 29th. The name of W. H. Fauber is well known to boatmen, and a decade ago the entire motor boat world rang with his name and fame. It was at that time that his first step boats appeared in races as spectacular winners over other models.

Mr. Fauber spent the early years of his career in the development of the bicycle and acquired considerable wealth. He retired from active business activities and went to Europe to live. In Europe he invented the multiple step hydroplane, the first one of which to appear in competition was the famous Pioneer, challenger for the Harmsworth Trophy in 1911. Pioneer led Dixie II by a wide margin until she developed engine trouble and was forced to abandon the course. But her speed was so far superior that spectators knew that here was a new principle in full design destined to surpass all others.

James A. Allison Dies Suddenly

James A. Allison, capitalist and founder of the Allison Engineering Corporation, died suddenly in Indianapolis only three days after his marriage to Miss Lucille Masset of Miami. Mr. Allison had been visiting in Port Washington and Montauk with Carl G. Fisher, his business associate, when he became suddenly ill. His private car was attached to a train for Florida and his death came while on this trip. The announcement of his death came as a great shock, particularly so since hosts of his friends had seen him on the occasion of the wedding only a few days before. The death was due to pneumonia and other complications and occurred within twenty-four hours after the illness was first observed.

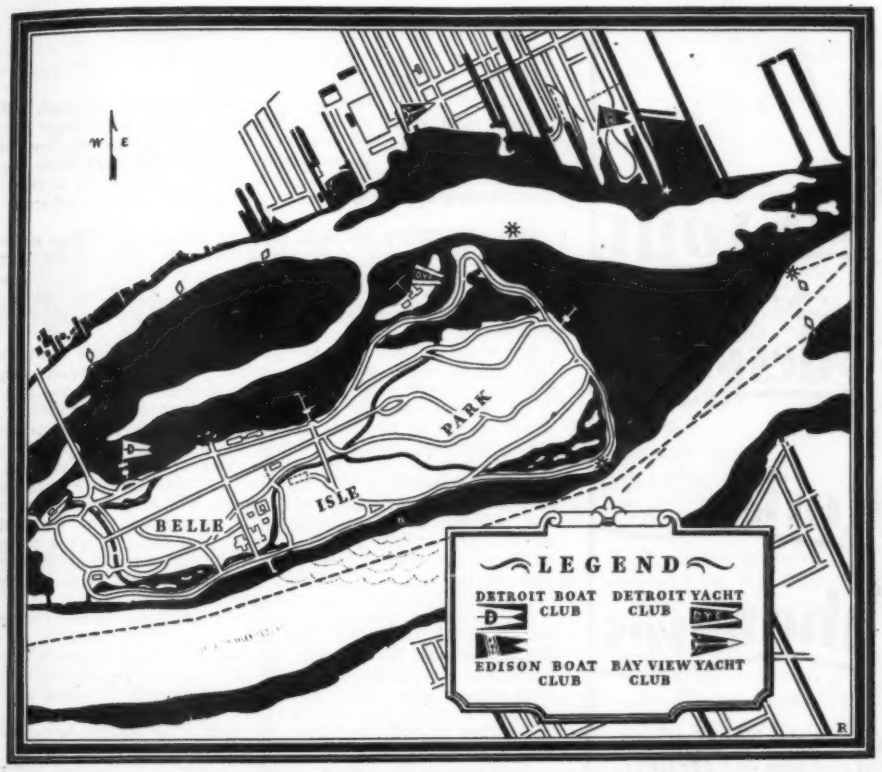
Mr. Allison was an ardent lover of yachting and all forms of motor boating. He took a keen interest in motor boat racing and contributed largely to many of the major racing events. With Carl G. Fisher, he inaugurated the Fisher-Allison Trophy race for high speed, high class displacement runabouts. This event was really the forerunner of the modern fast motor boat of today and Mr. Allison's efforts did more to develop this type of craft than any thing else.

Mr. Allison also was greatly interested in things mechanical. His plant, the Allison Engineering Works, at Indianapolis, has long been considered a model organization for the production of internal combustion motors and allied mechanisms, especially mechanical work requiring great precision. A great amount of gas engine and dirigible work for the Navy Department and government has been undertaken and completed at the Allison Engineering Works during the past few years.

Several years ago Mr. Allison brought out the Allison Marine Motor, a very high class type of 12 cylinder marine motor which at the time developed, was years ahead of any motor of its kind which had been produced. A considerable number of the large and fast motor yachts were powered with Allison motors.

James A. Allison, whose sudden death has shocked his host of friends

Advertising Index will be found on 3rd last page



Detroit, Mich. This map is one of a series. Watch for succeeding ones.

Gorgoyle Mobiloil is on sale here and in other ports throughout the world.

GARGOYLE
Mobiloil

Look for red Gargoyle trade-mark on the Mobiloil container.

A Mobiloil "who's who"

1. 61 leading motor boat engine builders recommend Mobiloil.
2. The Leviathan, the Majestic, the Mauretania and many of the other great ocean liners are lubricated with Gargoyle Marine oils, sister products to Gargoyle Mobiloil.
3. Mobiloil is recommended in more automobile instruction books than any 3 other oils combined.
4. 70% of the world's Diesel engines are lubricated with oils made by the refiners of Mobiloil.
5. A majority of the large turbine units used to generate electricity are lubricated with oils made by the refiners of Mobiloil.
6. Leading Manufacturing plants throughout the world use our Gargoyle lubricants.

The men who make your Mobiloil are recognized throughout the world as the outstanding specialists in lubrication. Their oils have set the world's standard for quality.

Mobiloil brings you a peace of mind about the lubrication of your engine. You *know* you are sure with Mobiloil.

A few copies of the 1928 edition of "Correct Lubrication for Motor Boat Engines" are still available. One will be forwarded without charge if you drop a card to Dept. B, Vacuum Oil Company, 61 Broadway, New York City.

Make this chart your guide

IF your engine is not listed here, write to the Vacuum Oil Company, 61 Broadway, New York. The winter recommendations specified on this Chart should be followed when freezing temperatures below 32° F. are encountered, unless the engine is kept warm while not in operation.

NAMES OF MOTOR BOAT ENGINES	1928 Engine		1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buda, BM-6, BM-6S, GM-6, BM-A-6S	BB	A	BB	A	BB	A	.....	.....
Caille Master 5-Speed Twin	A	A	B	B	.....	.....	.....	.....
" *All other outboards*	A	A	A	A	A	A	A	A
Chrysler Imperial Marine	B	A	B	A	.....	.....	.....	.....
Elto	A	A	A	A	A	A	A	A
Ewinrude	A	A	A	A	A	A	A	A
Gray, 4-30, H-50, 6-72, H-75, 8-100	BB	A	BB	A	BB	A	.....	.....
" A-6 & Z-6	.....	.....	BB	Arc.	BB	Arc.	.....	.....
" O, 1-5, 2-10, 2-cycle	A	A	A	A	A	A	A	A
" *All other models*	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hall Scott	B	A	B	A	B	A	B	A
Johnson	A	A	A	A	A	A	A	A
Kermath, 1 to 20 h.p. inclusive	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" 50, 70 & 100	BB	A	BB	A	BB	A	BB	A
" 9, 85, 125, 150	B	A	B	A	B	A	.....	.....
" *All other models*	A	A	A	A	A	A	A	A
Lathrop, 100 & Mystic	BB	A	BB	A	BB	A	.....	.....
" *All other models*	A	A	A	A	A	A	A	A
Lockwood, 41	A	Arc.	.....	.....	.....	.....	.....	.....
" *All other models*	A	A	.....	.....	.....	.....	.....	.....
Palmer, L.H. Little Huskie	A	Arc.	A	Arc.	A	Arc.	.....	.....
" 2-cycle	A	A	A	A	A	A	A	A
" NK, NK, NL, F, ZR, PNR	B	A	B	A	B	A	B	A
" *All other models*	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Red Wing Thorobred, Red Top-BB4, BB6 High Speed	BB	A	BB	A	BB	A	.....	.....
" *All other models*	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Scripps, F6 Jr., Gold Cup G6, H6	B	A	B	A	.....	.....	.....	.....
" F4 & F6	BB	A	BB	A	BB	A	BB	A
" *All other models*	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Standard, N. J.	B	A	B	A	B	A	B	A
Stearns Extra Reserve	B	A	B	A	B	A	B	A
Sterling Neptune	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" *All other models*	B	A	B	A	B	A	B	A
Universal Superfour GLR	BB	A	BB	A	.....	.....	.....	.....
" *All other models*	A	Arc.	A	Arc.	A	Arc.	A	Arc.

The World's Quality Oil

Mobiloil

VACUUM OIL COMPANY

The Amateur Boat Builder

(*Continued from page* 56)

or varnish as the case may be.

SETTING UP. The next operation is setting up which will prove a most satisfying job. You have performed a large part of the work with very little that looks like a boat to show for it, but now presto. With very litttle additional work there is a structure which does resemble a boat and really seems to represent the time expended on it. It revives your interest and enthusiasm.

If it is at all possible build the boat indoors, or at least under cover so that it will be protected from the sun and rain. If such a place is not available it will pay to erect a rough frame and cover it with old canvas or tar paper. Not only will the boat be greatly benefited but the work can be carried on in bad weather.

Let us assume that an indoor location is available and that there is a floor to work on. Draw a center line and erect posts with braces as shown in Fig. 20. They should be about the same width as the keel and any convenient dimension fore and aft. There should be about as many posts as there are moulds but the number and spacing is immaterial. However it is well to arrange them so that they will be clear of the floor fastenings. The height should be such that the floor fastenings through the keel can be riveted comfortably, which will give sufficient room for performing other work, such as working the garboard strake. Have them a little long at first, then stretch a string at the proper drag of keel, so that the water line will be level, and cut the posts to it. Should the keel be curved on the bottom use the keel template to get the proper heights.

Set the keel in position and secure with blocks, screwed to the side of it and the posts. See that it is perfectly straight, then plumb the stem by dropping a plumb bob from the center line at its head to the center line on the floor. Brace the head securely both athwartships and fore and aft, preferably to point overhead. Fasten the transom in place; plumb from the center line at the top to the floor line; see that it is square across the boat and brace it securely.

Next set up the midship mould, secure it to the keel with a screw and brace it, taking particular care that it is square across the boat and plumb. To plumb it athwartship stretch a string from the center line on the stem to the center line in the transom and set the mould with its center directly under it. Use a plumb bob to plumb it fore and aft. To square it take a rod and see that the distance from the deck line or water line, as marked on the mould, to any convenient point on the center line of keel, is the same for both sides. This is called horning.

Proceed in the same manner to set the other moulds. The moulds in the fore body are set so that the forward side is at the section line, marked on the keel, and those in the after body with the after side to the mark. The butt blocks should be on the after side of the moulds in the fore body and the reverse in the after body. This arrangement brings a clean corner of the mould at the section line so that the ribbands will bear on it without obstruction. Also as this is the corner that was fitted to the line on the body plan it is apt to be more accurate; so if the edge is not exactly square it does not matter so much.

Fig. 20 shows a beam overhead to which all the braces may be fastened. Such an arrangement, if possible, will prove a great convenience as there will then be nothing in the way to interfere with work on the outside of hull. If such a beam can be arranged fit posts between it and the keel and secure the moulds to them, which will reduce the number of braces required. These posts will naturally prevent the use of a center string and a plumb bob will be necessary to plumb the moulds athwartship.

If an overhead beam is not practical the moulds must be braced or shored to the floor and diagonal braces inside to the keel. When fitting the shores on the outside arrange them so they will not interfere with the ribbands. When it is time to remove the moulds these shores are transferred to frames and again shifted to make way for the planking in the bilge. At this time the upper strakes will be on and the shores are fitted under blocks screwed fast to the planking. The greatest care must be continually exercised to keep the boat plumb and true to form, therefore too much attention cannot be given to the matter of shoring and bracing.

As the moulds are made to the inside of plank the outside of the mould must line up with the inside of the rabbet or bearding line and this condition should be checked for each one. Now if the backbone structure and the moulds have been accurately made to the lines on the loft floor there should be no reason to doubt that everything is right, however it is better to be sure and the whole form can easily be checked from the load water line. Tack a light straight edge or stretch a string across each mould at the load water line. If everything is as it

(*Continued on page* 84)

Advertising Index will be found on 3rd last page

DEFOE BOAT & MOTOR WORKS
BAY CITY, MICHIGAN

Down East Boat Corporation, Camden, Maine

G. T. BACKUS & SON
HIGH GRADE MOTOR BOATS
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DYER MOTORCRAFT CORPORATION
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DESIGNERS AND BUILDERS
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LUDERS MARINE CONSTRUCTION CO.
Sail Department: Mr. Asa W. Hasbrouck, formerly of Herreshoff's in charge
STAMFORD CONNECTICUT

MATHIS YACHT BUILDING COMPANY
Cooper's Point, Camden, N. J.

The Port Carling Boat Works, Limited
PORT CARLING ONTARIO

CONSOLIDATED SHIPBUILDING CORPORATION

Chance Marine Construction Company
Annapolis, Maryland

GEORGE LAWLEY & SON CORP.
NEPONSET, MASS.

QUALITY ATTRACTS QUALITY

EVERY Universal Motor ever produced has been recognized, recommended and specified by leading boat builders and naval architects.

Surrounding this page are the trade names of a few of the standard and custom boat builders that use Universals. From their shops have come many of the world's finest custom boats, built by the finest craftsmen—where price is no consideration. Everywhere, Universal is recognized as the outstanding Marine Motor regardless of price.

Universal Motors are built complete in our own factory—castings are made in our own foundry, thereby eliminating outside profits. This one profit plan plus quantity production in the world's greatest marine motor factory, makes it possible to sell Universal motors at prices that mean a substantial saving to you.

In selecting a motor for your boat, back your judgment with the choice of experts. At the same time, save money with a Universal, the better marine motor that is built expressly for boats.

Write for Catalog

UNIVERSAL MOTOR COMPANY

40 Harrison Street Oshkosh, Wisconsin

Not connected with any other firm using the name Universal.

New York Show Room
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BOAT BUILDERS SINCE 1901

EVERETT HUNTER BOAT CO.
HIGH GRADE LAUNCHES ROW AND SAIL BOATS AND MARINE ENGINES

DUNPHY
"famous for boats" D "for forty years!"

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KNOCK-DOWN BOAT FRAMES

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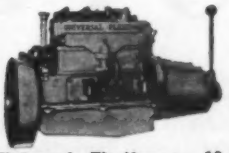
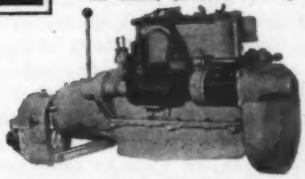
GREAT LAKES BOAT BUILDING CORPORATION

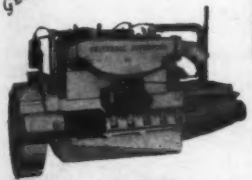
ALBANY BOAT CORPORATION, Watervliet, N. Y.



Universal Flexifour — 10-15 H.P. World's finest motor in its class, $295.00 and up.

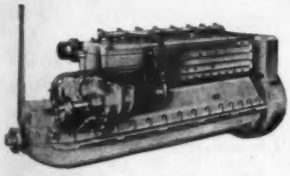


Universal Silent Reduction Drive—for any Universal Motor — reduction ratios 2¼ to 1 and 1¾ to 1.



Universal Super-Four—3 sizes —G.L.R. 50 H.P., $625.00; G.L.H. 45 H.P., $595.00; G.L.S. 35 H.P., $545.00.

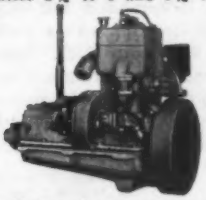
New Universal 6—VM— 60 H.P., $695.00; VH— 80 H.P., $750.00.



New Universal 8 — SM — 80 H.P., $895.00; SH—110 H.P., $950.00.

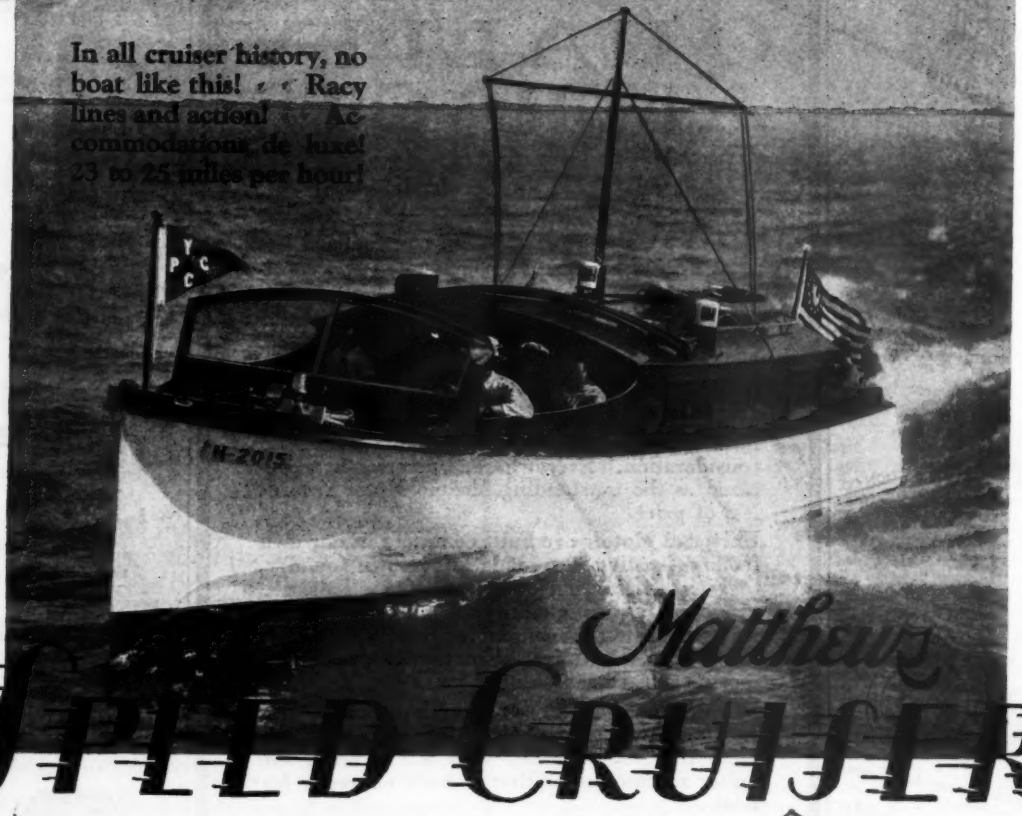
Universal 1-4-6-8 CYLINDER MARINE MOTORS

"Built Expressly for Boats!"



New Universal Single—8 H.P., Extremely smooth, rugged, dependable. With reverse gear $185.00, less reverse gear $140.00.

A SENSATION



Matthews SPEED CRUISER

The new Matthews Speed Cruiser has taken the yachting world by storm. To say it is a sensation is putting it mildly. For here is a boat of revolutionary type and performance. Typically Matthews in its rugged hull—in the brute strength of its staunch, seaworthy endurance. A true Matthews product in the luxury of accommodations and cleverness of interior arrangement and decoration. And truly a super-Matthews boat in its performance—powered by a Kermath engine as standard equipment that delivers 23 to 25 miles per hour of speed under smooth, flexible, automobile type of control. Extraordinary accommodations — space for ten — with comfort—in the open cockpits fore and aft—"he-man" headroom (6′ 2″) in the cabin; complete galley and toilet; four individual pullman berths; mahogany buffet, dresser, lockers and full-length clothes closet—all designed in counsel with a well-known interior decorator. Length 32′—beam 9′ 2″. You can't be up on the latest development in boating circles unless you know all about the Matthews Speed Cruiser—priced moderately because produced in accord with Matthews Standardized Production policy. Write for literature with full description.

SALES and SERVICE—Belle Isle Boat and Engine Co., 9662 E. Jefferson Ave., Detroit. Bruns, Kimball & Co., 50-54 West 17th St., New York City. Wm. V. Masson, 421 Munsey Bldg., Baltimore, Md. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston. Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland. R Sealy, Commerce Bldg., Galveston, Texas. Robert V. Staats, Inc., Bay Front and Palm Ave., Balboa, Calif.

The Matthews Co., Port Clinton, Ohio . . . . *Builders of Boats of Distinction—Since 1890*

Advertising Index will be found on 3rd last page

ANOTHER MATTHEWS ACHIEVEMENT

"38" Matthews for 1929

GREATER SPEED · COMFORT · VALUE

This—the 38th Anniversary Year at Matthews—is marked by startling betterments in the long-famous Family Matthews "38" Cruisers.

The acclaim of the boating world—so cordially granted to Matthews "38" in the past—is still more richly deserved by the new "38" family for 1929.

We couldn't improve the famous Matthews "38" hull—whose husky ruggedness has stood every test of time and tide—so we improved the power plant—arrangement—fittings—all those likeable conveniences that add so much to the yachtsman's comfort and pleasure.

Powered by a 125 h.p. Kermath marine engine as standard equipment, the speed has been increased by 25 per cent and better. You'll do 14 to 15 miles an hour—depending on the model—with ease and comfort.

Interior space has been still more thoughtfully utilized—new refinements added—your convenience anticipated at every point. And—with standardized production as the keynote—more absolute dollar-for-dollar value built into the boat, from stem to stern—than you ever thought possible.

Single and Double-Cabin Cruisers; Day Cruisers (open bridge and deck house styles); Sport Fisherman Cruisers—and a new model, the Sport Cruiser, that will open your eyes in a boat of this type and purpose.

Immediate deliveries. Send for complete descriptive literature.

The Matthews Co., Port Clinton, Ohio . . . . *Builders of Boats of Distinction—Since 1890*

SALES and SERVICE—Belle Isle Boat and Engine Co., 9662 E. Jefferson Ave., Detroit. Bruns, Kimball & Co., 50-54 West 17th St., New York City. Wm. V. Masson, 421 Munsey Bldg., Baltimore, Md. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston. Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland. R. Sealy, Commerce Bldg., Galveston, Texas. Robert V. Staats, Inc., Bay Front and Palm Ave., Balboa, Calif.

The Amateur Boat Builder

(*Continued from page* 80)

should be, these will all be in line and level. If not the discrepancy must be found and corrected.

If it is necessary to build on the ground, good substantial cross timbers must be laid and leveled at each mould station. They should be long enough to receive the shores and the uprights of a temporary shelter, if one is to be built. On these timbers build up keel blocks as shown in Fig. 21 or posts as previously described. If posts are used it will be necessary to run the fore and aft braces to the next cross timber.

RIBBANDS. When the moulds are all set and securely braced we are ready to run the ribbands. They are long straight strips of wood extending fore and aft on the outside of the moulds, to which they are fastened with screws. They fix the form of boat between the moulds and are guides for fitting the frames and floors. It is difficult to give definite information regarding the proper size and spacing of ribbands. It depends principally on the spacing of the moulds which is practically the same as saying the size of boat but the manner in which the frames are to be fitted, and their size, has some bearing also. For a small boat with rather light frames and a mould spacing of about three feet they may be from 1¼ by 1½ inches, to 1½ by 2 inches and spaced 8 to 10 inches. A forty footer with mould spacing of four to five feet should have them 2 by 2½ inches to 2½ by 2½ inches spaced 10 to 12 inches. Our 34 footer has a mould spacing of 4 feet 1½ inches and suitable ribbands would be approximately 2 by 2¼ inches with 10 to 12 inch spacing. These sizes and spacing apply to amidships. They are tapered fore and aft to suit the curve and the spacing automatically becomes less as the ends are approached. The same reasoning applies to ribbands as to battens. They must be stiff enough to resist distortion yet not so heavy that they impose undue strain on the moulds or the fastenings.

Ribbands are continuous from stem to stern and when two pieces are required to get sufficient length they should be spliced as shown in Fig. 22. The top one should be an inch or more above the deck line so that it can remain in place as long as possible. It is a good plan to space the two lower ones, on each side, so they will be within the floor limits, which simplifies beveling and fitting the floors. The remaining space is about equally divided tending to a closer spacing in the bilge.

When running a ribband fasten it amidships first and work forward and aft from that point. When the stem is reached cut the end so that it lies in the rabbet. The same applies to the after end if there is a rabbeted transom otherwise it can lap past. It is perhaps needless to say that the ribbands should be put on in pairs so that there will me no uneven strain on the moulds. The moulds should be frequently checked to make sure that they are not being forced out of position.

After the ribbands are on, look them over carefully for any unfairness. They should be fair if the loft work was carefully done but slips are sometimes made and the opportunity is now offered to make alterations, if necessary. A hard place can be eased by trimming a little off the mould and a slack place filled out by shimming. It is your last chance to do any regulating so be critical in the inspection. If much of this correcting has to be done the athwartship fairness must be watched. It may be checked by bending a batten on the inside where it should touch all the ribbands and show a fair curve.

One place which often gives trouble is between the stem and the first regular mould. As the ribbands end in the rabbet they are apt to bend irregularly, unless it happens that they are all tapered just right. A wise designer draws an intermediate section which is usually sufficient to insure fairness. If this has not been done, the builder should make an extra mould or fit one or two frames in the middle of the space at once, so that the ribbands will be held to fair cross sections. The same will be necessary for a canoe type stern but is not usually required for a transom stern as the ribbands in this case are practically straight.

When the ribbands are all run and their fairness proved we are ready to put in the frames, or *frame out* as the boat builders term it.

The foregoing remarks on setting up, with perhaps slight modifications, will apply to any type of boat which is built right side up. For instance it would look rather foolish and be unnecessary work to erect a row of posts on which to build a row boat. In this case set up a plank on edge with the top cut to the shape of keel. All that is required in any case is a foundation sufficiently strong to carry the completed boat, built in such a way that the keel is held properly, and offering minimum obstruction to other building operations.

Let us next consider a small lap strake boat to be built upside down. Fig. 23. For this type of construction the planking is done first, on the moulds, and the frames bent in afterwards.

(*Continued on page* 88)

Advertising Index will be found on 3rd last page

When DODGE wanted *Speed*, they quite naturally incorporated the HALL-SCOTT

The Dodge de luxe "30" powered by a 200-H.P. "LM-6" planetary reverse gear Hall-Scott marine engine.

"LUXURIOUS SPEED"—that is the way Dodge describes the pace of the Dodge 30-foot de luxe runabout. And luxurious it is, indeed—for the tired business man intent upon commuting to his shore home in the fewest minutes . . . to the salty sea-dog fascinated by the swift slip of passing waters and the quickly changing shore-line.

But, even in a Dodge, speed is luxurious only when it is *maintained*. It was for that reason that Dodge chose the Hall-Scott marine engine as standard equipment—*maintained* speed—dependably.

Day after day, month after month, the Hall-Scott marine engine maintains its speedy performance uninterruptedly . . . not only in Dodge Watercars, but also in all the other thousands of craft powered by Hall-Scott, new or re-motored. A booklet, describing Hall-Scott engines in detail, will be mailed to you upon request.

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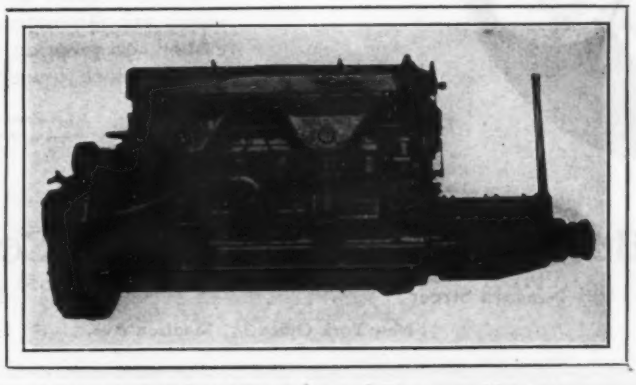
A DIVISION OF AMERICAN CAR AND FOUNDRY MOTORS COMPANY



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The New Buffalo Admiral

100 H.P. for $1250

The new Buffalo Admiral is the most complete power plant, the best value that has ever been offered to owners of medium sized crusers. It is the product of a company which has always been recognized for its advanced engineering—modern in every detail, dependable, compact, beautiful clean lines, fully equipped. It has all the qualities necessary to insure its leadership.

The Admiral is a six-cylinder valve-in-the-head engine, 4½ in. bore 5 in. stroke, 2¾ in. crankshaft, force feed lubrication throughout, efficient cooling system, 12 V starting and generating system of latest design including magnetic starting switch, oil filter, gasolene pump electrically operated, two carburetors, dependable, quiet-running high duty clutch and reverse gear.

Write today for full description of the new Buffalo Admiral

BUFFALO GASOLENE MOTOR COMPANY

1274-1286 Niagara Street **BUFFALO, N. Y.**

New York Office 347 Madison Ave.

The Amateur Boat Builder

(*Continued from page* 84)

First draw a center line and the section lines square across it. Set up the moulds with their face sides to the section lines, placing those in the fore body aft of the lines and those in the after body on the forward side for the reason previously mentioned. See that the moulds are plumb in both directions and secure them with cleats and braces as shown.

As the upper ends of the moulds for this method of building should be cut to a common level line it will greatly simplify matters if the building floor is fair and level. Should it be irregular it will be necessary to trim these ends or shim under them to get the frame true. Use screws to fasten them to the cleats so that they may be easily taken out when it comes time to turn the boat over.

Next place the keel, with stem and transom attached, in position and fasten it to the moulds with screws through the blocks provided for that purpose. If the work up to this point has been carefully done the moulds should register properly with the section marks on the keel. If they fail to do so find the trouble and correct it. Secure the stem head to the floor with cleats and brace the transom securely being sure it is square across the center line.

Next take a suitable batten and, with a helper, bend it over the moulds to test the fairness. With one end in the stem rabbet and touching all the moulds, it should show a fair curve from end to end at any place between keel and gunwale. If it does not, first make sure the moulds are properly placed and plumb, and if so trim off or shim a little as required until the batten shows fair. When applying the batten also note that the bevel on the transom and the stem rabbet are right. When satisfied that the form is fair, fasten a fairly stiff batten around the bilge, which will stiffen the whole form, and we are ready to plank.

(*To be continued.*)

Rissa Wins Auxiliary Race

(*Continued from page* 45)

of night, so that the best of circumstances had to be made. It seems also that some of the racing boats got into difficulties with sound steamers which passed them during the night. While the skippers of the racing boats are inclined to believe that the skippers of the steamers deliberately try to run them down, we know from personal experience that if proper and sufficiently bright lights are carried to permit them to be seen by the pilots high up in their houses, they will turn out of their courses to avoid small craft during the night. Other cases are reported where some parts of the tackle were carried away and Trump limped across the finish line with the bobstay gone. Others had engine trouble and dropped out on this account, while Quivette split her mainsail and withdrew also. A summary of the results of the race will be found below.

BAYSIDE—BLOCK ISLAND AUXILIARY HANDICAP RACE—COURSE, 226 MILES

Yacht	Owner and Club	Elapsed Time H. M. S.	Corrected Time H. M. S.
Rissa	Seward Dehart, Harlem	35:55:12	29:36:00
Gleam	C. V. Kozlay, New York A. C.	37:33:45	30:11:05
Kumalong	J. W. Ripley, Bayside	38:35:26	30:30:26
Valador	J. S. Dickerson, Cruising Club of America	37:14:38	30:54:38
Dragoon	R. Bavier, New Rochelle	31:26:00	31:30:14
Tigress	George B. Drake, Bayside	36:38:33	32:10:09
Vagabond	H. V. Merwin, Blackrock	41:30:30	32:27:06
Southerly	Geo. V. Cutler, American	38:40:17	33:10:30
Dragon	P. S. Patton, Larchmont	46:16:53	35:28:53
Sagola	B. A. Hinman, Horseshoe Harbor	44:53:41	35:40:17
Seal	C. K. Post, New York A. C.	46:45:20	35:57:54
Rambler	Alex Girtanner, Bayside	44:41:24	36:57:36
Northern Light	C. G. Smith, Jr., Stamford	45:28:02	37:35:18
Carlsark	Carl Weagant, Bayside	44:19:33	37:39:20
Trump	I. D. Jacobson, N. Y. Canoe	49:38:47	37:42:01
Valgeradeii	Mrs. W. H. Isom, Bayside	46:22:36	38:26:00
Discovery	D. C. Warner, Blackrock	46:31:38	38:23:24
Josephine	A. W. Pratt, Bayside	48:38:04	38:42:14
Adelpha	P. E. Stevenson, Bayside	Disabled	
Quivetter	H. S. Smith, Pt. Washington	Disabled	
Ulua	W. S. Gould, Jr., American	Did not finish	
Almer	P. W. Mack, Bayside	Disabled	
Scorpia	W. J. Timjue, Seawanhaka	Disabled	
Dell	M. Lynch, Northern Light, Delight, Cammilla, Buccaneer, and Junabot	Not reported	

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Send for your copy of the *New* KERMATH CATALOG

No one who is about to buy a marine motor should overlook this important book. It contains a wealth of valuable information—it is profusely and beautifully illustrated and places before you in a pithy style all the precise and specific information you desire on medium duty and high speed marine engines for cruisers and runabouts.

The latest designs—advanced engineering features—and exacting production methods are illustrated and explained in a clean cut comprehensive manner. Herein is fully described the Kermath 85-125-150 H. P. models—conceded by prominent yachtsmen and leading boat builders to be the most powerful, speedy and most efficient power plants of their size on the market.

Each motor is discussed in exhaustive detail showing the mechanical fineness and engineering advantages you enjoy if you own a Kermath.

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90 King St. West, Toronto, Ontario
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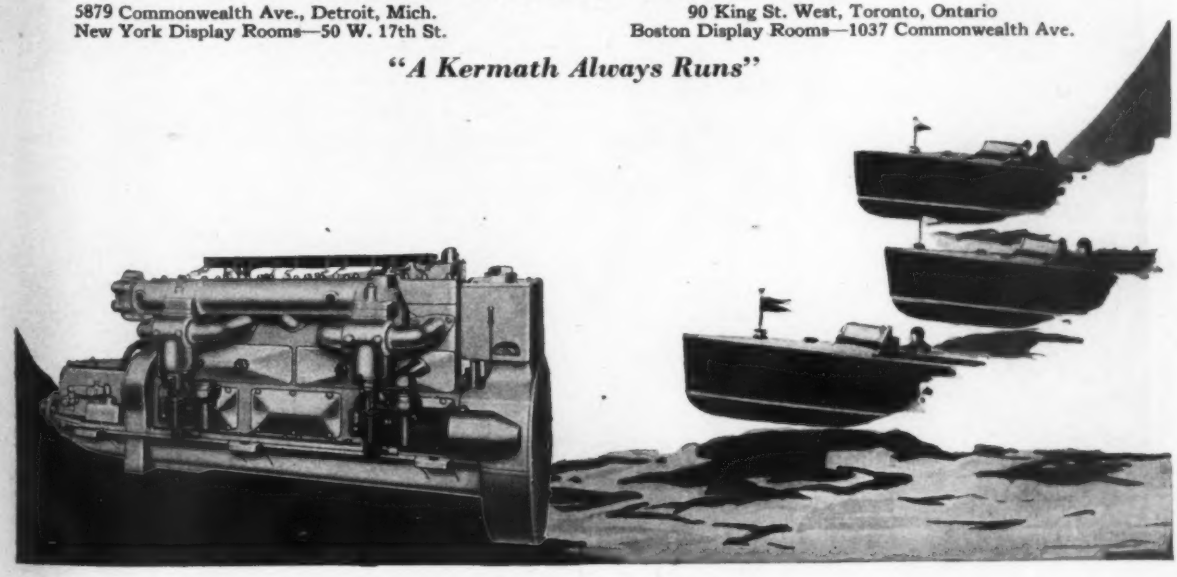
"A Kermath Always Runs"



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Unquestionably the Leaders

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Look over the boat itself first. Study the construction and finish, compare the materials used, the quality of workmanship, the specifications and dimensions with other craft of its type.

Then take a ride in the Hacker Dolphin. Try it in rough water and smooth, in a chop, a tide rip, a cross sea or a following sea. Notice how smoothly it rides, how perfectly it controls, how quickly it gets up to speed, how silent, how vibrationless, how dry and free from flying spray.

It is but natural that the man who has designed more successful race boats and more fine custom jobs than other speed boat designer should be able to produce a standardized runabout of the greatest refinement. John L. Hacker created the modern type of speed boat and has no equal in originality or finesse. His boats have no equals in quality or performance.

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HOWARD W. LYON, INC.
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BOSTON
WALTER H. MORETON CORPORATION
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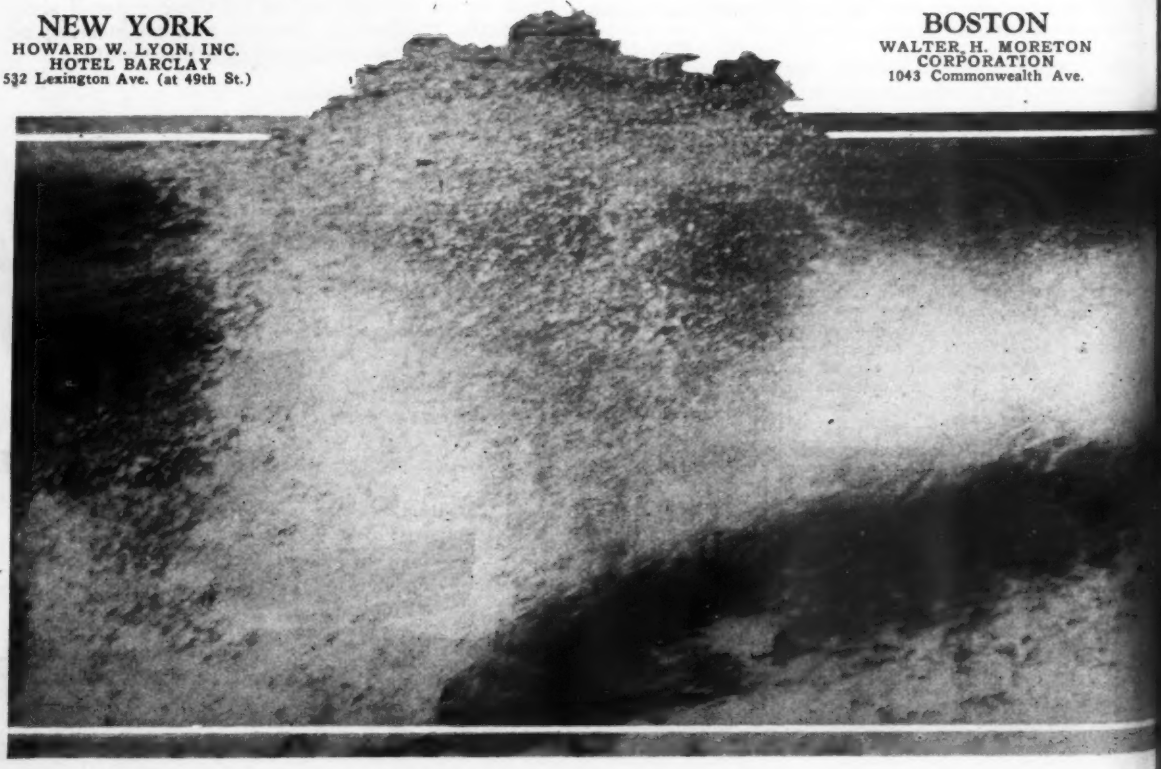

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Speeds Up to 42 Miles per Hour

There is a Hackercraft model to meet your ideas of size, price, speed and passenger capacity. Hacker prices are a trifle higher than for most other boats of similar size, and the difference is accounted for by the more expensive materials, construction and finish used, to say nothing of the better seaworthiness, safety and efficiency. When you buy a Hacker boat, you know you have the best the market affords.

Runabouts and Sedans—$2975 to $5850

29-ft. Hacker Dolphin	$4950
29-ft. Dolphin Sedan	$5850
26-ft. Dolphin Jr.	$4275
24-ft. Baby Dolphin	$2975

Prices f.o.b. Mt. Clemens

Some of the finest boating months of the season are right ahead. Order your Hackercraft now and enjoy your boat this fall.

Write today for illustrated literature or arrange with our nearest distributor for a demonstration.

Y Mt. Clemens, Mich.

DETROIT
BELLE ISLE BOAT & ENGINE CO.
9662 E. Jefferson Ave.

Steambending in Boat Work

(*Continued from page 60*)

The length of time to steam the frames or planks depends upon the material and size of the timbers and must be found by experiment; a frame one inch square usually requires something like twenty minutes. It is of advantage to soak the timbers in water beforehand, and if hot water is available, so much the better. A bending form must be prepared beforehand; for the inexperienced hand, it is best to make up a separate form (blocks nailed to a wooden floor will do) for each pair of frames, but a boat builder will often make up a single wide form, bend a number of frames over it, giving more bend than required, then straighten them out as needed. In any case, always give a frame or plank more bend than actually needed, for when removed from the form, the timbers always straighten out to some extent. A steam bent timber, when cold, can be straightened some, but cannot be bent more without re-steaming.

There is always danger of the outer edge of a frame splitting when bending over the form, even when well steamed, if there is any diagonal grain in the wood. A good way to prevent this is to provide an iron strap, the same width as the frame, and when the frame is removed from the steam box, quickly clamp this strap along the outside edge of the frame and then bend over the form as usual. No time can be wasted, though, in the clamping process, as steamed timber cools quickly when removed from the steam box. Never remove a frame from the form, after bending, until it is cold, as it will spring out of shape. Planks which require a twist, such as the bow end of garboard, are bent by holding the cold end in a vise, clamping a pair of short planks to the hot end at right angles, twisting these, to more than the necessary twist as with the frames, then holding in place until cold, with timber shores, ropes or clamps.

H. H. P., Los Gatos, Calif.

Softening and Bending Frames

WHEN you build your boat there will be frames and garboard planks that will require bending to get them to the proper shape. Softening and bending oak and the other woods used in boat building is not a difficult operation. The prime requisites for successful bending of frames and planking are that the wood must be fairly straight grained, water soaked and hot. In this condition the wood can be bent to almost any shape that will be necessary in the construction of a boat, and the danger of splitting will be slight.

While most bends can be made with seasoned wood, special bending stock should be used if it can be obtained. Bending stock is supposed to be selected for its long straight grain and has not been seasoned. Green or unseasoned lumber bends more readily and is not as apt to split while being bent. Kiln dried stock will take long bends but is not recommended for frames or planking. It is advisable to soak the stock for several hours or over night before steaming. The length of time required to properly soften wood for bending depends upon the condition of the wood when placed in the steam box. The greater the cross section the longer the time necessary for softening. Experience is the best teacher. Try out a few pieces of waste material first. The wetter or greener the stock the shorter the time required for softening. Well softened wood feels dead and is without any spring. If the stock is steamed or boiled too long the life is taken from the wood and it becomes brittle and breaks in bending. On the other hand, if not thoroughly softened it will break anyway. Based on the fact that the younger wood is more pliable, some claim that the part growing to the outside of the tree should be to the outside of the bend. A piece of band iron hooked over the end of a frame and laid along the outside of the bend will often prevent a cross grained piece from splitting.

Perhaps you have seen mouldings and light strips anchored in the river until they are water soaked preparatory to bending. This method answers for long easy bends. When you try it, don't pile a lot of rocks on the pieces or let them float around. If you would keep the mouldings clean, anchor them at each end so that they float about a foot below the surface at low tide.

Preparatory to bending frames, etc., a steam box or other arrangement for saturating and heating the wood so that it will be soft and pliable must be constructed. We will not argue the merits of the steaming or boiling methods of softening wood for bending. It is claimed that by immersing the wood in water that is heated to the boiling point, and keeping in boiling water until the wood is thoroughly soaked and softened, the strength of the wood is impaired and its durability lessened. This may be correct, but the loss in strength and durability is so very little more than that resulting from steaming that it is of small account. The quality of the bending stock is of far more importance than the method of softening. Either method will be satisfactory if

(*Continued on page 96*)

Advertising Index will be found on 3rd last page

Monel Metal Shafts
Standard Power Factor in All
DODGE WATERCARS

HORACE E. DODGE BOAT WORKS
INCORPORATED
MANUFACTURERS OF THE
DODGE WATERCAR
584-614 LYCASTE AVENUE
DETROIT, U.S.A.

March 6, 1928.

The International Nickel Company,
67 Wall Street,
New York City.

Gentlemen-

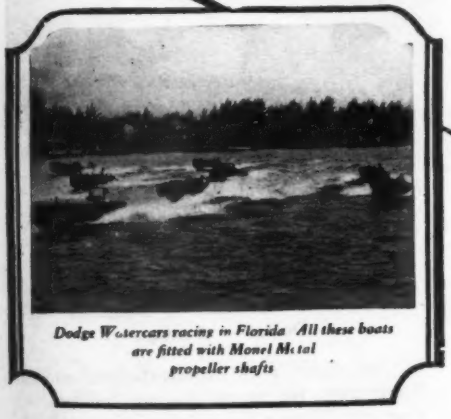
It is not by accident that Monel Metal propeller shafts were selected for Dodge all-Mahogany "Watercars" runabouts. They have become standard by virtue of their remarkable qualities, being non-corrosive, proof against distortion, bending or breaking.

Monel Metal shafts provide the conscientious boat builder with new dependability.

Proof of this is strikingly revealed by the results of a mid winter run from Albany to Miami recently completed by a 26 foot Dodge Watercar. The entire trip was made without a single mishap — inspection showed the hull and shaft in perfect alignment despite the fearful grind of this trip at such a time.

Yours very truly,
HORACE E. DODGE BOAT WORKS, INC.
H. E. Dodge

MMC/CB



Dodge Watercars racing in Florida. All these boats are fitted with Monel Metal propeller shafts

W. J. Martin, veteran Dodge Watercar driver, and J. W. Sailler, Chrysler mechanician, at start of 1927 mid-winter trip from Albany, N.Y., to Miami, Fla., in a 26-ft. Dodge Watercar with Chrysler motor and Monel Metal shaft.

MONEL METAL

THE INTERNATIONAL NICKEL COMPANY (INC.) — MONEL METAL — 67 WALL STREET, NEW YORK, N. Y.

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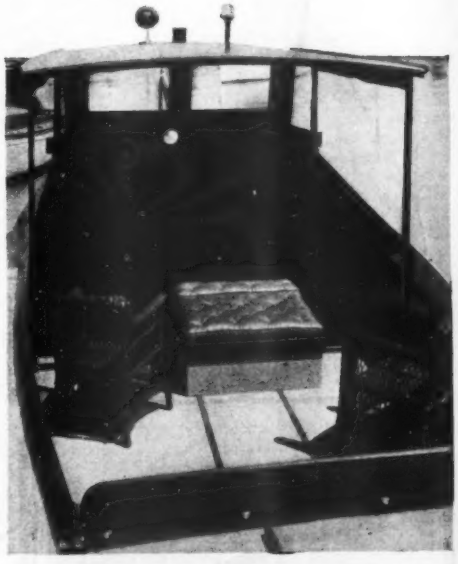
Richardson MASTER Cruisabout

The Richardson Fishing Boat

DESTINED to be a popular variation of the Richardson Master Cruisabout, this special type is a most suitable arrangement for day trips, for entertaining large parties and of course for offshore fishing trips at Southern resorts this winter. The very large open cockpit is a new feature for a boat of this size. A small cabin forward contains toilet, wash basin and locker. The standing windshield and top give ample protection from wind, sun or sudden showers.

Richardson Cruisers are now available in five different types. Besides the standard cabin cruiser and the special fishing boat shown here, there is a double cockpit model featuring a sporty bow cockpit, a double cabin model, and a special Sportabout model with forward cockpit control and cabin aft. A choice of several motors giving speeds from 11 to 20 miles per hour may be had within the price range of $3,000 to $5,000.

Let us submit detailed prices and arrange a demonstration for you.



The roomy cockpit of the Richardson Fishing Boat is its outstanding feature.

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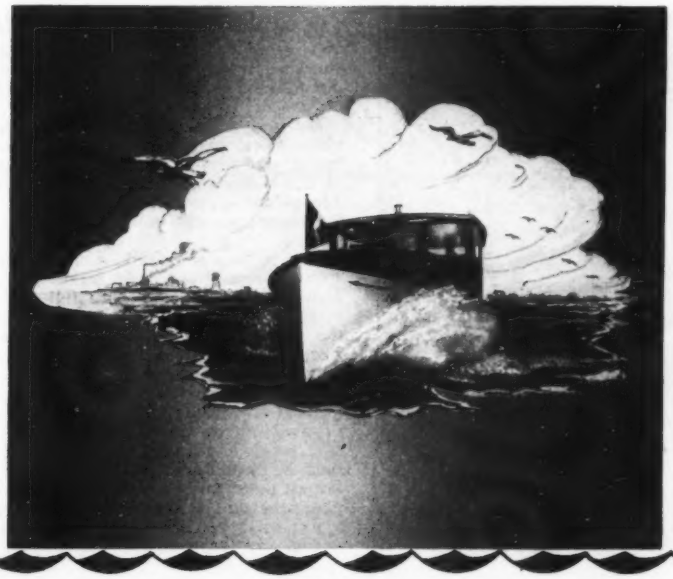


YOUR CRUISABOUT is beautifully built and equipped! Its 28-foot hull will quicken your yachtsman's pulse! The four berths are sleepy, comfortable things, and they act as lounges by day. The galley brings out real meals! The toilet room is perfectly fitted. Both cabin and cockpit are large and roomy. The Gray motor drives you steadily along at a good clip!

But your Cruisabout has something that means more than all these—it has the name "Richardson."

The Richardson name on your boat means that it has been built by men who love boats and the water—built out of twenty years of experience in building boats that are perfectly at home in any water.

So when you purchase your Cruisabout, you purchase far more than a boat—you purchase the utmost in pleasure, comfort and safety on the water! Yet, the Cruisabout, for example, is priced at only $3585!

The Cruisabout folder will be sent instantly at your request. It will give you the whole story of this Richardson boat. Write for it today!

RICHARDSON BOAT COMPANY, INC.

374 SWEENEY STREET NORTH TONAWANDA, NEW YORK

DISPLAY ROOMS IN

New York Chicago Detroit Philadelphia Boston

Washington Amityville, L. I. Galveston

Softening and Bending Frames

(*Continued from page 92*)

the wood is suitable for bending, thoroughly soaked and heated through and quickly placed on the form. Use the method most convenient.

My first softening rig was a wooden trough into which the frame stock was placed and boiling water poured over it. The trough was covered with canvas and the frames allowed to soak. In this manner we bent the frames for an 18 foot clinker boat. The percentage of broken frames was small, and after 18 years the frames are still sound and the boat shows no signs of weakening.

A piece of pipe capped on one end and supported on an incline with the capped end down makes a good softening rig for light frames. Fill the pipe half full with water and build a fire under it or use a kerosene stove or plumber's furnace. Place the wood in the pipe and plug up the space around with rags. For softening only a few pieces, a length of galvanized leader pipe soldered over one end will work nicely.

A combination steamer and boiler can be made by supporting a metal trough on bricks or stones and making a fire under it. If used out of doors burn the blocks and shavings under it. For use indoors use kerosene or gasoline stoves. If the pan must be made for the purpose, have it long enough to take in the largest pieces to be bent. For use as a boiler a flat cover completes the rig. Where it is desirable to steam some pieces, make a wooden box with one end open, that will just fit around the outside of the trough and nail cleats to the inside so that the box can no drop more than an inch over the trough. This is the steam box as well as a cover. Place the cleats across the box and they will answer to keep the stock to be steamed above the water. Arrange to close the end with a wooden door or if the stock protrudes use burlap or canvas. You can boil frames in the pan and steam them in the cover. When it comes time for the coaming or other parts that are to be finished natural or stained, steam them in the cover. The fact that oak and mahogany turn black when wet and in contact with iron or water boiled in an iron vessel makes steaming desirable for certain parts of the boat. This combination boiling and steaming rig is easy to construct and use. It can be recommended to anyone building one or several boats.

A regulation steam box and boiler is easily built and if you have not gotten so far past boyhood days that making steam is no longer any fun, you can play and bend frames at the same time. Make a wooden steam box of suitable size to soften the material to be used. The boiler is a five gallon oil can placed on a double burner oil stive, or you can build a brick setting with a smoke stack and every thing and build a wood fire under it. The feed pump is not necessary but it may save the boiler. About three inches from the lower side solder a nipple and attach a globe valve. Occasionally open this valve to ascertain the water level. If steam escapes, attach the hose and work the bilge pump to put water in the boiler.

A local wagon maker used to have his shop close to a factory where the drip from the steam engine exhaust was through a horizontal pipe close to the ground. Whenever he wanted to bend a piece of wood he placed it in the drain pipe and the hot water and steam softened it so that bending was easy. Wrapping the end of a plank with burlap and placing a steam hose under the wrapping and turning on the steam will soften the covered part. If the steam hose is not handy, wrap the end or all of the plank and pour boiling water over the wrapping until the wood is softened.

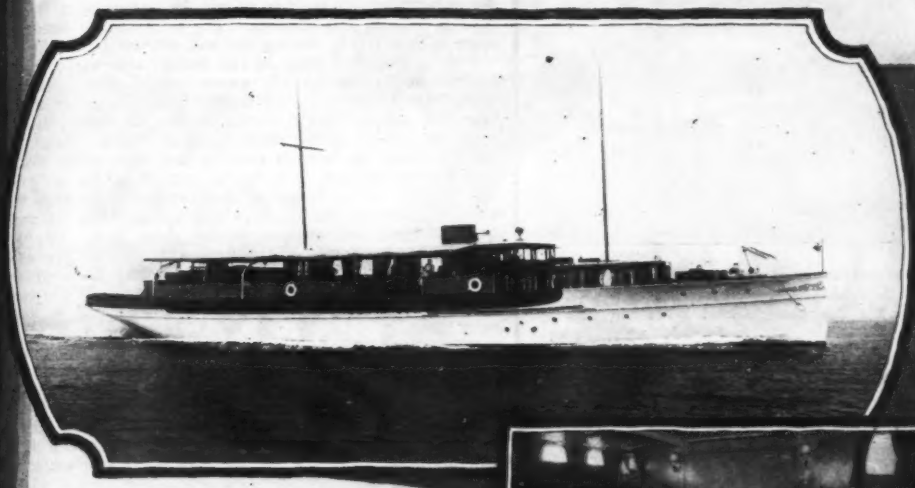
Several different methods of bending frames are in use. Sometimes the moulds are set up and heavy ribbands or longitudinal battens run along and fastened to them. Then the frames are prepared for bending and bent directly in place by drawing them up to the ribbands and fastening with clamps until cold. After the frame is clamped in place a smart blow on the end will settle it tightly against the battens. This method is very good in the hands of an experienced boat builder who has plenty of help, but will seldom be found satisfactory for the amateur. If the ribbands are too light they will spring and spoil the shape of the boat. Framing up all of one side first will throw the other side out of line and the frames are apt to straighten out some when the ribbands are removed.

Another method is to bend the frames in batches to each mould, giving them a little more bend than the curvature of the mould. In setting up these frames they are used half to each side of the mould to which they were bent and sprung out to meet the ribbands. A cold frame can always be straightened to a certain amount but it can not be given a greater bend without softening. The amateur builder will experience little difficulty in setting up the amidship sections where the difference is slight but as the forward and after sections are approached the trouble is apt to begin.

(*Continued on page 98*)

Advertising Index will be found on 3rd last page

Enjoy the Luxury of Luders Craft



"ZAPALA"— Luders 124 footer. Winton gasoline engines give sustained cruising speed of 15 knots Built for Howard E. Coffin, Esq.

YOU have seen Luders boats afloat and at the Motor Boat Show. You have admired the sheer beauty of these luxurious craft. You have noted the satisfaction of the owners—as to speed, comfort, dependability.

Why not own one yourself? You'll be in distinguished company if you join the owners of the Luders Fleet.

If you cannot spare the time to visit us now, let one of our sales-engineers come to your office or home and talk over your requirements. Just phone Stamford 2830.

NOTE: *One of the famous Luders 42's has just been launched and is available at once for southern cruising. Details on request.*

LUDERS MARINE CONSTRUCTION CO.

STAMFORD CONNECTICUT

Softening and Bending Frames

(*Continued from page 96*)

The best method is to bend each pair of frames separately, taking the curves from the moulds and intermediate sections and laying out the curves on the floor or a flat top bench. Marked for relocation, no trouble should be experienced in setting up frames bent in this manner. The time lost in bending will be more than saved in setting up, and a truer boat will result.

The methods of forming the frames also vary. For bending on the floor, transfer the curve to the floor and nail heavy blocks the thickness of the frames inside the curve so that when bent the outside of the frame strikes the mould line. Give a little extra bend at the sheer to allow fitting. Space the blocks closest where the bend is greatest and have extra blocks handy. Lay a piece of band iron on the outside of the softened frame and quickly nail a block against the end to hold it in position and bend around the blocks. Use a stay block at the point of greatest bend and another at the sheer end. By using thick enough blocks a pair of frames can be bent to one layout at the same time. Make forms for several pairs of frames or enough to take one batch from the softener. While one batch is softening, stay and remove the bent frames and prepare for the next batch.

When cold the frames are removed and fitted at once or stayed until all are ready. When staying frames, nail a couple of rippings across the ends of the frame and if the curve is great place another brace from the center of the bend to the cross stays.

If the frames are bent to the moulds nail on blocks, allowing for the thickness of the frame and the extra bend at the sheer and bend the hot stock to the blocks. Use clamps to hold in position until set.

For bending a garboard, measure the length of the portion of the plank to be bent and mark it on the plank. Nail to the floor two square cut blocks between which the garboard can be placed with but little slack. When the plank is softened, place it between the blocks at the marks and clamp on a lever at the forward end. By means of the lever pull the plank over to the required bend and fasten the lever with a rope to an eye in the floor and nail a block to the floor to keep the plank in line.

W. B. M., Newburgh, N. Y.

A Help to Efficiency

(*Continued from page 62*)

that come up at every bang of the water.

A tachometer is light and does not take any power from the engine and is a very grateful object for being taken on a ride.

R. A. T., San Jose, Calif.

Advantages of Tachometers

THE purpose of using a tachometer on an outboard motor is to determine the number of revolutions per minute the motor is running. One may test his motor fully equipped, that is, with the muffler on, standard propeller and with an ordinary mixture of gasoline and oil and find out the actual number of revolutions per minute.

Then by using a richer mixture of oil, or different brand of gasoline, with the muffler off and a different propeller, the exact speed your motor is running can be accurately known and adjustments made to give faster service.

A tachometer is always good when trying out different brands of gasoline and mixtures of oil and gas. Some gas, being richer than others, it is hard to determine which fuels are best without the aid of a tachometer. With one attached to your motor a person can tell whether he is getting more or less revolutions per minute and over a measured course, more miles to the gallon and greater speed may be noticed.

One of my friends told me he used a new kind of gasoline in his outboard and he thought he made better speed with the use of it. I decided to try the same oil to see what results I would get, with the hope of speeding up my motor. Through the use of the tachometer, I found I was not getting as many revolutions per minute as I was getting with the brand previously used and, it is useless to say, less speed.

Most of the outboard motor racers use tachometers to keep an accurate check on their motor at all times. One may think he is running his motor, by judging the position of the throttle at a moderate speed and expect to speed it to the utmost at intervals but with the aid of a tachometer a person can tell at all times what speed his motor is running and do away with guessing and miscalculating.

Some motors are too heavy for small light boats, the stern might not be braced enough, or the general construction may be too light, but with a tachometer on his motor, one may run his motor at a speed (revolutions per minute) where the vibration is at a minimum.

J. H., Park Ridge, Ill.

Advertising Index will be found on 3rd last page

Racing, the Popular Sport

(*Continued from page* 47)

won by Pilot with Magothy Baby second. Class C Outboards won by Miss Rutherford, owned by J. T. Conord; second, A. Aloha, and third, Comet. Class D Outboard Motors won by Pilot, Quicksilver second, and third, We.

In the Bang and Go Back Race Vamp, owned by Edwin Kaiser, came in first, and Isabel, owned by E. V. Mason, was second. The Speed Cruiser Race was won by Clarella, owned by J. H. Van Sciver, and Earl Van Sciver's Spitfire was second. Sea Cross walked away with the Handicap Cruiser and Vamp was second, with Nomad coming in third.

J. H. Van Sciven's Miss Tri-State won the handicap Speed Boats and the Dodge Water Car, second, and Pep, driven by Ralph Clifton, was third.

In the Ladies' Race, Runabouts of Stock Model Design, Follow Me, driven by Mrs. J. P. Cosden, walked away from Bumble Bee, driven by Mary North, which came in second.

The Unlimited Outboards was won by Moco 2nd, Miss Rutherford second and Aloha third.

The Free-For-All Sailing Race was won by Magic, owned by George and Robert Wilson; second, Vingtois and third, Mary Rider.

The Rhode Island Yacht Club Regatta

Weather conditions on the opening day of the annual regatta of the Rhode Island Yacht Club were so unfavorable, due to rough water, that only a few of the heats scheduled could be run off. It was necessary to postpone the balance of the program until the following day, July 15th, when they were started again during the forenoon. About the time the outboards were to start their races on the second day, it started to blow again with a stiff sou'wester which made it exceedingly hard for the outboards to run. The program was postponed for an hour in the hope that it would calm down, but it did not. The races for the outboards were finally attempted and due to the severe weather conditions, six of the boats capsized at various times. The several events as run were won by the following: Class A Free-For-All, Florence B. Gilmore; Class B Amateur, E. V. Howe; Class B Free-For-All, E. V. Howe; Class C Amateur, R. L. Knight; Class C Free-For-All, Wilder F. Darling; sea sleds, Harold F. Wood.

Great South Bay's Big Week

By Paul E. Warburg

THE future of motor boat racing in Eastern waters, somewhat neglected because of inadequate facilities to hold events of importance, may find consolation in the waters of the Great South Bay, on the south shore of Long Island. Almost any of the numerous yachting institutions along the shore would offer adequate facilities for any kind of racing. Enthusiasm among the followers of the marine engine is high so that there need be no fear of the reception accorded those who will follow the sport.

Though most of the racing is within view of spectators, the most ideal location is offered over the course of the Bellport Yacht Club at Bellport, N. Y. Here, with deep water, less than 200 feet from the shore, thousands may witness, and with considerable pleasure, any sort of a water carnival.

The thirteenth annual cruise of the Great South Bay Yacht Racing Association, from August 6 to August 11, witnessed one of the most impressive gatherings of outboard motorboats, stock runabous and motor cruisers that had ever gathered for the occasion. While in importance it may not contrast with the cruise of the New York Yacht Club, with its many palatial yachts, in number it is far superior.

More than one hundred and fifty motor-propelled hulls followed the cruise of the South Shore of Long Island, which today is counted as the most important event of the season.

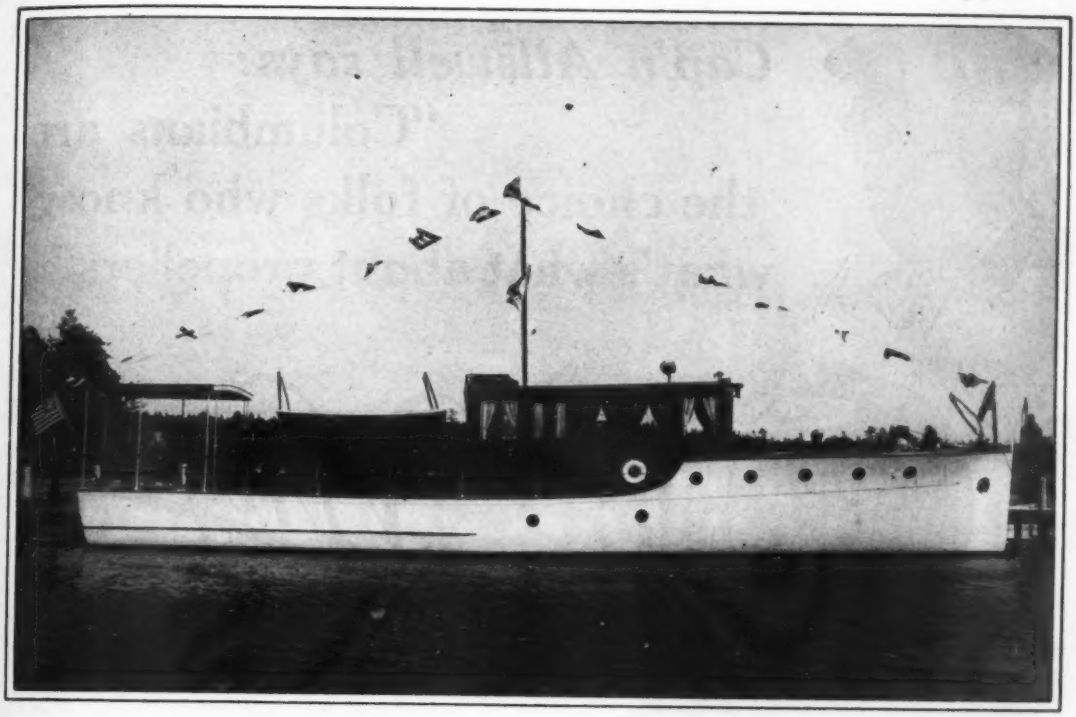
Dressed with every bit of bunting available and aligned fore and aft, the sight would have been envied by a marine artist. From port to port the cruisers led the procession of the squadron of boats on the cruise, numbering almost three hundred, including the varied classes of sailing boats.

Port-to-port races for the cruisers and port brushes for the stock runabouts and outboard motorboats kept the scheduled events of the week a ceaseless session for those inclined to race. Fortunate to the extent of having the good graces of the weather man smile down each day, with the exception of one occasion, but his reluctance was soon overcome as the spirit of the occasion was carried along.

Rather unfortunately, however, the efforts of Commodore Albert Leonard George, of the Fire Island Yacht Club, who might well be termed the father of the marine engine on the Great South Bay, were not greeted as abundantly as he had anticipated. All classes were not filled, but since the event was

(*Continued on page* 134)

FIFTY-FOOT *Vinyard* MOTOR YACHT



Vinyard

FIFTY-FOOT TWIN-SCREW CRUISER

FROM the one-piece virgin white oak keel to its mast truck, the Vinyard Fifty-Foot Twin-Screw Cruiser not only reflects the finest in quality of materials but the acme in marine design and master craftsmanship for a boat of its size. Furthermore, its completeness of accommodations for a cruising party of eight to ten people, its regal comforts and refinements, its privacy for all aboard and the spaciousness of its living quarters are not obtainable in any other cruiser at equal price. Yachtsmen who have heretofore thought a cruiser of this size beyond their means will be pleasingly surprised to learn the low price of the Vinyard Fifty-Foot Twin-Screw Cruiser, with a choice of either Buda, Kermath or Sterling engines.

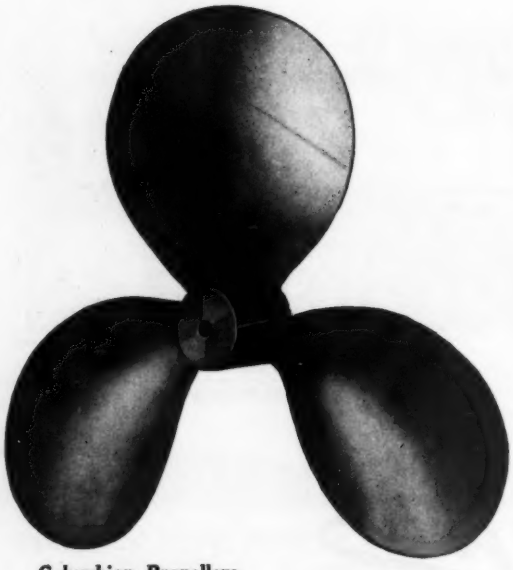
VINYARD SHIPBUILDING COMPANY

Designers and Builders of Yachts and Cruisers of the Highest Class

MILFORD, DELAWARE, U. S. A.

Cap'n Allswell says:

"Columbians are the choice of folks who know what's what about propellers"



Columbian Propellers are made of the finest manganese bronze.

Vinyard

In its effort to give the motor boating public the greatest value in the standardized boat market, the Vinyard Ship Building Company chose Columbian Bronze rudder and shaft outfits as well as Columbian Bronze propellers and struts for its yachts and cruisers. The Columbian Bronze Corporation is proud to have its name associated with such handsome craft as Vinyard.

Columbian Shafting is made of Monel metal, steel, piston finished Tobin Bronze, Hy-Ten-Sil Bronze and Ever-dur, according to the builder's wishes.

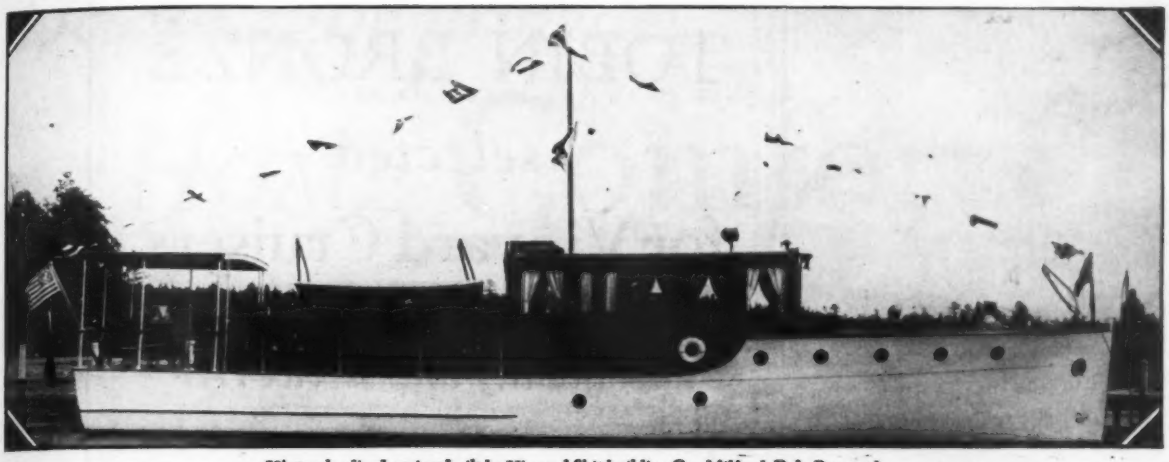
Write for "Propellers in a Nut Shell"

COLUMBIAN BRONZE PROPELLERS

COLUMBIAN BRONZE CORP., 208 No. Main St., Freeport, L. I., N. Y.

SKEGS STRUTS RUDDERS CUTLESS RUBBER BEARINGS

FIFTY-FOOT *Vinyard* MOTOR YACHT



50' standardized cruiser built by Vinyard Shipbuilding Co., Milford, Del. Powered with a pair of Kermath engines driving through Goodrich Cutless Rubber Bearings.

Goodrich Cutless Rubber Bearings

are Standard Equipment on

The VINYARD FIFTY

A COMPARATIVE newcomer among standardized cruisers, the Vinyard Fifty is rapidly winning favor because of its seaworthy qualities, staunch construction, comfortable arrangement and high-quality equipment.

The Vinyard Shipbuilding Company have contributed materially to the reliability and comfort of these fine cruisers by standardizing on Cutless Rubber Strut Bearings.

They outwear all other types of bearings and eliminate vibration, shaft-scoring and the annoyance and delay of mid-season haul-outs. For best results, bronze or Monel metal shafting is highly recommended. Write for catalog of Goodrich Cutless Rubber Bearings.

THE B. F. GOODRICH RUBBER COMPANY
Established 1870 Akron, Ohio

DISTRIBUTORS:

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FIFTY-FOOT *Vinyard* MOTOR YACHT

TOBIN BRONZE

REG. U. S. PAT. OFF.

selected

for Vinyard Cruisers

after meeting every test for quality and service....

LEADING boat builders can't afford to take chances with the materials they use as standard equipment—that explains why Tobin Bronze is practically the unanimous choice for shaftings and other underwater metal parts. Read what Wilson M. Vinyard, of the Vinyard Shipbuilding Company, Milford, Delaware, says about Tobin Bronze:

"For many years we have specialized in the better grade of custom boat building. A little more than a year ago we applied this same high quality of construction to the Vinyard Twin-Screw 50 ft. Cruiser, a standardized motor yacht that has proven very popular with discriminating yachtsmen.

"In selecting Tobin Bronze Shafts for this standardized boat our decision was based on actual experience with your product and it has met our every test for quality and service."

Be sure the next boat you buy is equipped with shafting and rudder parts of Tobin Bronze. It is the accepted standard for quality work. Furnished in the form of Sheets, Rods, Tubes and turned and specially straightened Shafting, with "Tobin Bronze" rolled in the metal.

THE AMERICAN BRASS COMPANY
GENERAL OFFICES: WATERBURY, CONNECTICUT
Offices and Agencies in Principal Cities
Canadian Mill: ANACONDA AMERICAN BRASS LIMITED
New Toronto, Ontario

ANACONDA
SHAFTING

ANACONDA
from mine to consumer

EVERDUR
Reg. U.S. Pat. Off.

For Special Service

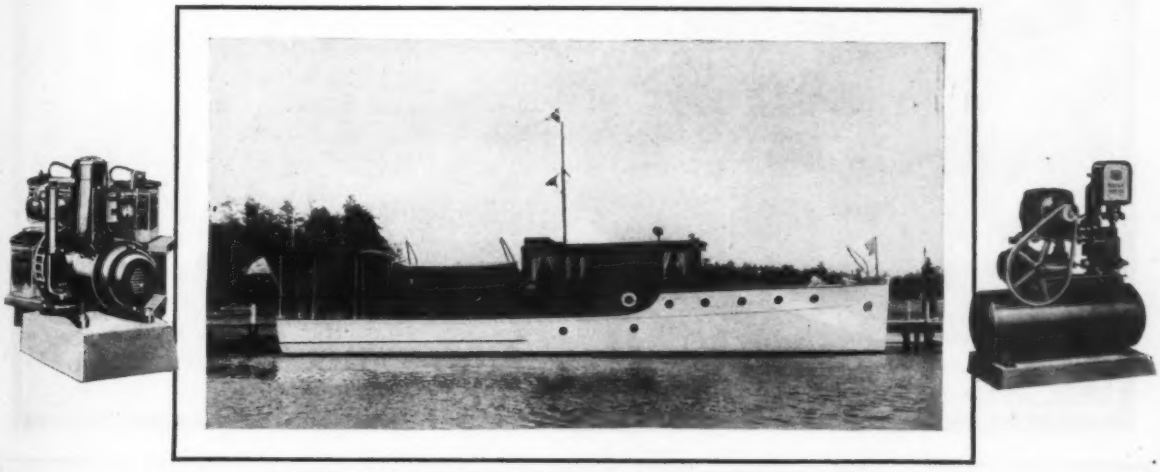
Everdur is offered for service where lighter weight shafting with an ample margin of safety is desired. This Manganese-Silicon Bronze alloy combines the strength of steel with high resistance to corrosion.

FIFTY-FOOT *Vinyard* MOTOR YACHT

Delco-Light provides

HOME Comforts

on the modern yacht



The Vinyard ships are completely Delco-Light equipped. They use Delco-Light Electric Plants, D-L Electric Water Systems and Frigidaire Automatic Refrigerators exclusively.

ELECTRIC LIGHTS, independent of your power plant . . . ample electric current for bilge pump or air compressor . . . Frigidaire automatic refrigeration . . . running water for cabins or galley . . . all these priceless conveniences are provided by Delco-Light, the pioneer and leader in the field of independent electric plants.

Delco-Light is *dependable* . . . as proven by the endorsement of over 300,000 Delco-Light users. Designed by General Motors engineers and built to General Motors high standards of mechanical excellence. Delco-Light Plants carry a guarantee backed by the same resources and financial responsibility that back the guarantee on a General Motors car.

Write us for information about Delco-Light for yachts. Let us tell you specifically what Delco-Light will do for your boat.

DELCO-LIGHT COMPANY
Subsidiary of General Motors Corporation
Dept. N-81 . . . . Dayton, Ohio

More than 300,000 Satisfied Users

DELCO-LIGHT

DEPENDABLE ELECTRIC PLANTS

Also manufacturers of DL *Electric Water Systems*

PRODUCTS - OF - GENERAL - MOTORS

PENN YAN TENDERS

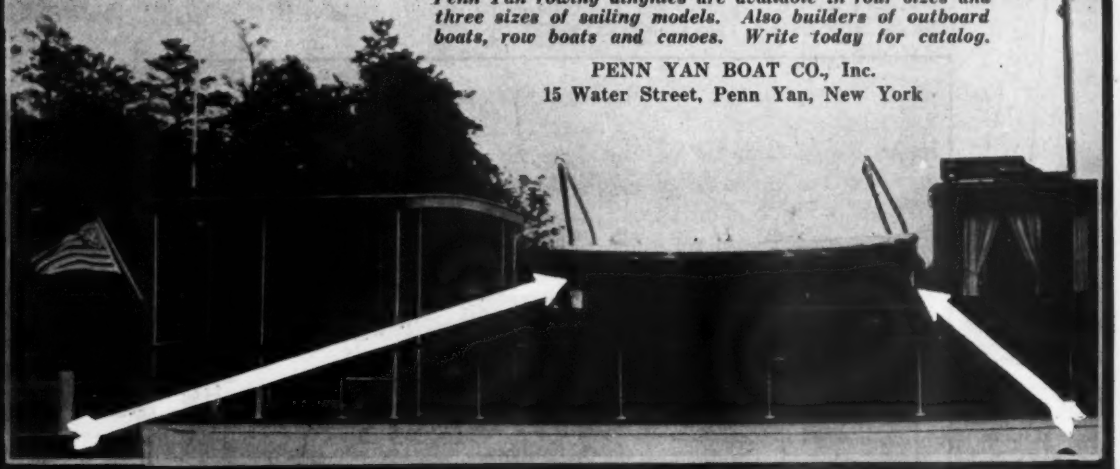
Are Standard on

Vinyard Fifty-Foot Motor Yachts

THE Vinyard Ship Building Co., sponsors of the highest quality of boat construction, as exemplified in the Vinyard Fifty-Foot Twin-Screw Cruiser, furnish a ten-foot Penn Yan dinghy as standard tender equipment with each Vinyard motor yacht.

Penn Yan rowing dinghies are available in four sizes and three sizes of sailing models. Also builders of outboard boats, row boats and canoes. Write today for catalog.

PENN YAN BOAT CO., Inc.
15 Water Street, Penn Yan, New York



CONSOLIDATED
Marine Instrument Panel

TYPE T

Selected as standard equipment by The Vinyard Ship Building Company.

LIST $50

Indirect lighted from rear—beautifully finished, fully guaranteed.

CONSOLIDATED INSTRUMENT CO.
of AMERICA INC., 39 EAST 42nd STREET, NEW YORK

Ammeters, tachometers, temperature gauges, oil pressure gauges, air pressure gauges

FIFTY-FOOT *Vinyard* MOTOR YACHT

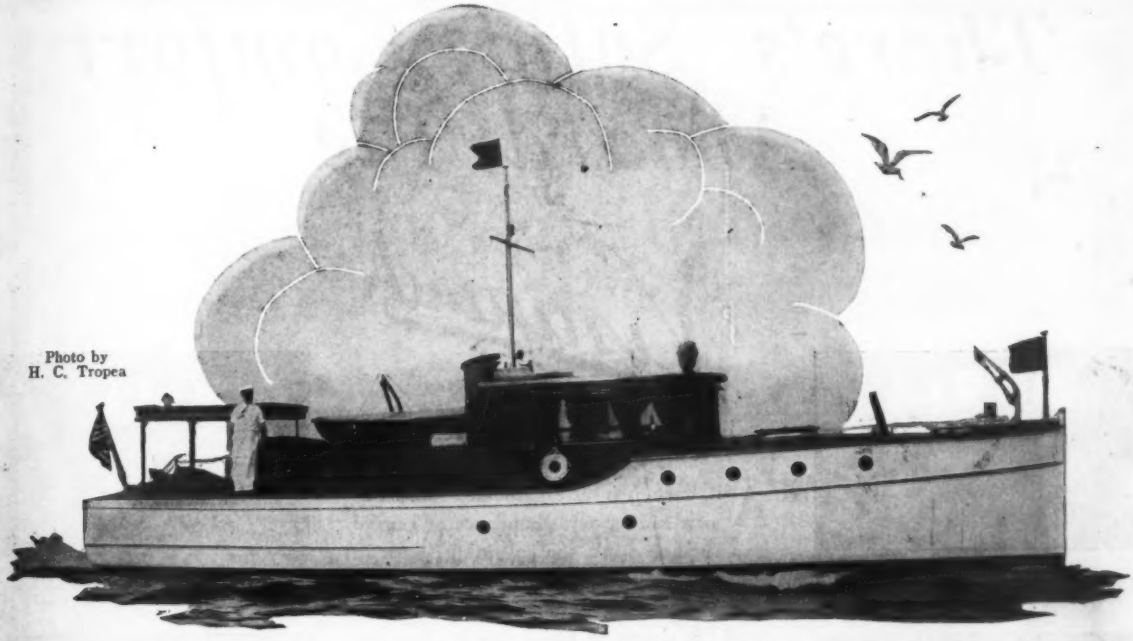


Photo by
H. C. Tropea

Sterling Power for Vinyard Fifty-Footer

STERLING power is the accepted propulsion for motor yachts, cruisers and fast runabouts of the better class. Vinyard Fifty-Foot Express Cruisers powered with two Sterling Petrel engines have a speed of sixteen miles an hour. Very ruggedly designed and built with cleanliness and freedom from adjustments, the Petrel contributes to the pleasures of owning a fine boat. Specify Sterling Petrel engines for your Vinyard Fifty-Footer.

Sterling
THE ENGINE OF REFINEMENT

STERLING ENGINE COMPANY

BUFFALO, NEW YORK

FIFTY-FOOT *Vinyard* MOTOR YACHT

There's Solid Comfort Aboard the

Vinyard

FIFTY-FOOT TWIN-SCREW CRUISER

ASIDE from insuring absolute seaworthiness and an over-abundance of rugged structural strength, the governing factor in the design of the Vinyard Fifty-Foot Twin-Screw Cruiser is solid comfort. The remarkable degree to which this has been attained is revealed by the photographic reproductions on this page. Complete interior views, detailed structural facts and price will be gladly sent on request.

The deck house looking forward. Note centralization of operating controls.

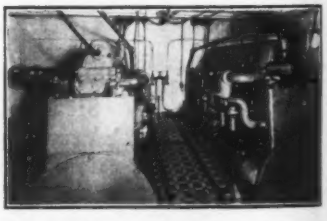
The aft cabin is tastefully arranged to sleep six people.

The bow stateroom may be used either for crew of two or for guests.

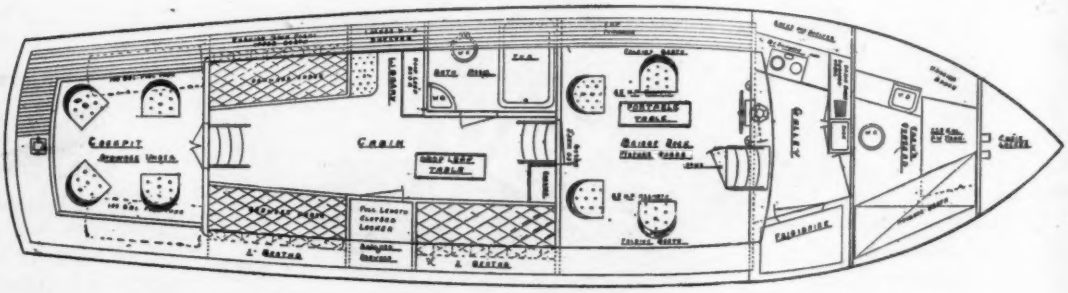
The galley is equipped with a Frigidaire electric refrigerator, range with oven, sink and other galley necessities.

Looking aft in deck house which is arranged as a real dining salon.

Sleeping accommodations for four are provided in mid-ship cabin.



The power plant installation is very neat and extremely accessible. It also includes a Delco electric generating set.



Arrangement plan of the Vinyard Fifty-Foot Twin-Screw Cruiser is so designed that you can go through and to any part of the boat without going on deck.

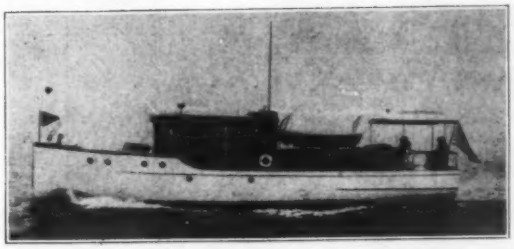
VINYARD SHIPBUILDING COMPANY

Designers and Builders of Yachts and Cruisers of the Highest Class

MILFORD, DELAWARE, U. S. A.

BUDA

Reduction Gear Engine *Strongly Endorsed*



by H. C. Granneman, Boat Builder and Designer

Brooklyn, New York
August 3rd, 1928

The Buda Company,
Harvey, Ill.
Gentlemen:

My cruiser, the "ZENITH," is now in commission and it gives me great pleasure to write and tell you of the splendid performance of the GMR Buda Engine fitted with the silent Buda reduction gear.

Owing to last minute delays at the shipyard, we were unable to take the boat away from the dock for a trial run prior to our starting for New York from Milford, Delaware. We started the engine at 4:30 P.M. and ran it until 5:10, at which time we left the dock and started for New York.

Passing through some rough water in Delaware Bay, heading out past Cape Henlopen, we got into the open ocean and opened the engine up to 1200 R.P.M., which speed was maintained throughout the night until we reached Barnegat Light at 6 A.M. The engine revolutions were then increased to 1300 R.P.M. and maintained at this speed until we reached the Marine Basin, which was 10:50 A.M.

The engine was run continuously for 18 hours, but the actual running time for the 141 nautical miles from Misspillion Light to Marine Basin in Brooklyn was 14½ hours. Gasoline consumption for the 18 hours was exactly 120 gallons which is most economical when you consider the fact that the "ZENITH" is a heavily constructed 51' x 12'6 Bridge Deck Cruiser, having 1⅜" planking, and a 6 x 10 oak keel. The engine performed splendidly; it never missed, whimpered or faltered in any way. It is a most remarkable power plant.

The engine turns a 30" diameter, 28" pitch, Type "I," Columbian propeller. On open throttle the engine can turn better than 1400 R.P.M., operating propeller through the Buda two to one reduction gear.

I have owned a good many boats and motors and I want to tell you that I like this motor better than any I have ever owned.

Very truly yours,
(Signed) HENRY C. GRANNEMAN,
Owner and Designer

The Buda reduction gear engine is available in the following models: BMAR-6, 4⅛ x 5⅛; GMR-6, 4½ x 6; GMFR-6, 4¾ x 6. Write for further information.

Branch Offices:

30 CHURCH STREET . . . NEW YORK, N. Y.
664 MISSION STREET . SAN FRANCISCO, CAL.

THE BUDA COMPANY, HARVEY, CHICAGO SUBURB ILLINOIS

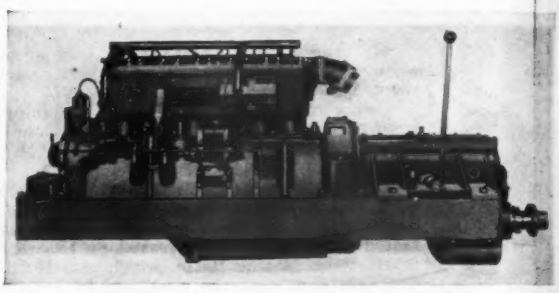
ESTABLISHED 1881

BUDA
MARINE
POWER

New Reduction Gear Engine

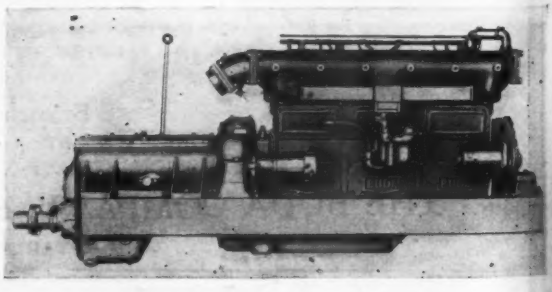
THE Buda Company, Harvey, Illinois, is in production and now ready to deliver a new type of reduction gear marine engine. This engine can be secured in three sizes, model BMAR-6, 4⅛ x 5⅛, GMR-6, 4½ x 6 GMFR-6, 4¾ x 6.

These engines are only released for the motorboating public after exhaustive tests over a year in a cruiser of heavy type. The company wanted to ascertain whether the construction and type of reduction gear employed was free from troubles and ran with smoothness and particularly quiteness so that it would not give an objectionable noise to the boat owner, and this has been proven without question. The reduction gear, as will be noted, is of husky construction and is applied to the flywheel end of the engine. In the compartment next to the flywheel is the latest type of Joe's heavy duty reverse gear. In the rear compartment is contained the reduction gear. These gears are of the herring bone type, the driving gear being of 5½ inch face and 8.2 inch diameter and the driven gear being 5½ face and 4 inch diameter. The driven gear is floated on two large ball bearings which are arranged to take the propeller thrust. The driving gear is also suspended on two large ball bearings. On the outside of the reduction gear case is incorporated a substantial and well constructed stuffing box to prevent oil leakage at this point. The locking nut is so constructed that after it is set up it is held in place by a dog to prevent backing off.



The reduction gear on the new Buda engine is water-cooled

The reduction gear compartment is water cooled. Water coming in from the sea circulates around three sides of this compartment, entering at the bottom of the reduction gear compartment and leaving this compartment on the other side where it is picked up by the water pump on the engine. This design permits of the chill being taken off of the water before entering the engine. The piping leading from the reduction gear compartment to the water pump on the engine is so arranged that it can be very easily and readily drained. There are two covers on the reverse and reduction gear case, one that enters the reverse gear compartment and the other the reduction gear compartment.



Manifold side of the new Buda reduction gear engine

On the cover of the reverse gear compartment is a knurled screw which is attached to the top of the oil gauge stick. This oil gauge stick indicates to the operator the proper level of oil necessary in the reverse gear compartment to thoroughly lubricate the reverse gear. In operation the reverse gear picks up the oil and scatters it to all parts of the gear throwing a portion of same to a trough which is built into the side of the reverse gear compartment case. This trough leads the oil to the bearing between the reverse gear and the stub shaft on the flywheel. The oil used in the reverse gear compartment is the same as used in the lubrication of the engine—or engine oil.

(*Continued on page* 112)

Advertising Index will be found on 3rd last page

Old Man Joe in Norfolk

At the foot o' First Street, near Front, the Gas Engine & Boat Corp. welcomes those who use Joes and those who want to join the family. They'll serve you right, from oilin' to a complete overhaul. Or they'll put a Joes aboard your craft in ship-shape fashion. A man couldn't sign on a better hand at any wages.

Pull the Lever and Back Up

Quick! No Stalling! The strain is carried around the gearing on powerful clutches. Going forward, power is carried by what amounts to a solid steel shaft. For boats that have to work their passage or those that laze along for pleasure. Pays its way in swift water and when docking in a crowd.

Sales & Service in 30 ports

Write us for Bulletin 27A and a vest pocket copy of "Rules of the Road"

The Snow & Petrelli Mfg. Co., 19 Fox Street, New Haven, Conn.

JOES FAMOUS REVERSE GEARS

Reverse 80%-88% of Motor Speed

Sales and Service

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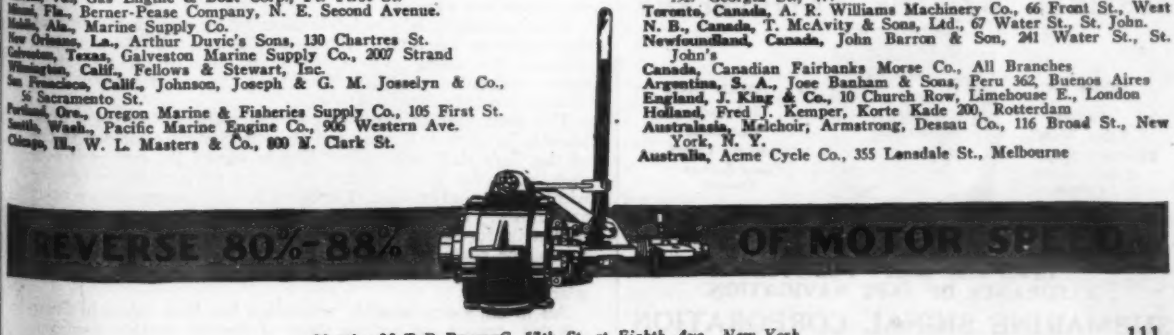
Philadelphia, Pa., W. E. Gochenaur Mfg. Co., 631 Arch St.
Baltimore, Md., Mahon & Gall, Inc., Pratt & Gay Sts.
Washington, D. C., Barber & Ross, Inc., 11th and G Sts, N. W.
Norfolk, Va., Gas Engine & Boat Corp., Ft. First St.
Miami, Fla., Berner-Pease Company, N. E. Second Avenue.
Mobile, Ala., Marine Supply Co.
New Orleans, La., Arthur Duvic's Sons, 130 Chartres St.
Galveston, Texas. Galveston Marine Supply Co., 2007 Strand
Wilmington, Calif., Fellows & Stewart, Inc.
San Francisco, Calif., Johnson, Joseph & G. M. Josselyn & Co., 56 Sacramento St.
Portland, Ore., Oregon Marine & Fisheries Supply Co., 105 First St.
Seattle, Wash., Pacific Marine Engine Co., 906 Western Ave.
Chicago, Ill., W. L. Masters & Co., 800 N. Clark St.
St. Louis, Mo., William Grossmann Boat & Motor Co., 1630 Pine St.
Detroit, Mich., Henry H. Smith & Co., 334 Jefferson Ave., E.
Grand Rapids, Mich., Michigan Wheel Co., 449 Market Ave., West
Cleveland, Ohio, William F. Meier, 1220 Warren Road, Lakewood
Clayton, N. Y., St. Lawrence River Motor & Machine Co.
Rochester, N. Y., Volney E. Lacy, Charlotte Station
Vancouver, B. C., Canada, Hodar-Beeching's Ship Yard, Ltd., 1927 Georgia St., W.
Toronto, Canada, A. R. Williams Machinery Co., 66 Front St., West
N. B., Canada, T. McAvity & Sons, Ltd., 67 Water St., St. John.
Newfoundland, Canada, John Barron & Son, 241 Water St., St. John's
Canada, Canadian Fairbanks Morse Co., All Branches
Argentina, S. A., Jose Banham & Sons, Peru 362, Buenos Aires
England, J. King & Co., 10 Church Row, Limehouse E., London
Holland, Fred J. Kemper, Korte Kade 200, Rotterdam
Australasia, Melchoir, Armstrong, Dessau Co., 116 Broad St., New York, N. Y.
Australia, Acme Cycle Co., 355 Lonsdale St., Melbourne



New Reduction Gear Engine

(*Continued from page* 110)

On the rear end of the reduction gear compartment case is a pipe plug which is directly in line with the center of the propeller shaft. This plug indicates the high level of the transmission lubricant necessary to take care of the proper lubrication of the reduction gear and the level should never be beyond this point. The lubricant used in this compartment is the same as used in the lubrication of automotive transmissions.

The reverse gear and reduction gear is built into one unit and this is applied as a complete assembly to the engine. Then these two units are all built on to a frame which ties the complete reverse and reduction gear and engine into one complete power plant. On the front end, or timing gear end, the engine is constructed with a trunion which is mounted in the center of the cross member, thereby making the whole power plant a three point suspension construction. This construction makes an ideal installation in a boat for the reason no matter what the weave is in the timbers of the boat the complete power plant moves alike with the weave of the boat due to the three point construction. At the same time it materially assists the owner, as well as the boat builder, in lining up his power plant at all times.

The engine is of the latest construction, using full force lubrication to all main and connecting rod bearings and the oil is cooled by a cooler located on the magneto side of the engine before it is delivered to the bearings. The crank case of the engine is ventilated so as to pick up any gases and put them back through the carbureter and materially assist the operation of the engine, in fact prevent flames from getting into the boat through back fire due to this construction and also to the type of carbureter employed.

The engine is supplied standard, with electric starting and lighting, both magneto and battery ignition which is so constructed that the engine can be run on the magneto and battery, or both.

The Buda Company has endeavored to deliver to the motorboating public a substantial, quiet and dependable reduction gear unit of sturdy construction. The reduction between the speed of the engine and the speed of the propeller is two and one-twentieth to one. The engine is delivered to the purchaser with all accessories and fittings and there is nothing further for the boat owner to buy or the boat builder to furnish than the propeller or shaft and propeller.

One of these Buda Reduction Gear engines, Model GMR, was used in the fifty foot yacht Zenith described in August MoToR BoatinG in which it was erroneously stated that the power plant was a twin screw installation of another make.

Stock Cruiser Crossing Atlantic

(*Continued from page* 38)

Banfield is enormous—over 900 gallons. This is probably more than ten times the usual amount. This fuel is carried in seven large tanks, the majority of which are placed aft. Water is carried in 43 gallon breakers and can be stowed to suit. Fully loaded, the cruiser trims perfectly and it is estimated that her average sea speed when so loaded is eight miles per hour. On her trials the cruiser did a bit better than nine miles per hour, about half loaded.

A Kermath 35, turning a Hyde 22 by 14 wheel has been installed as power plant. The consumption rate of this plant is approximately three gallons per hour at 1,000 r. p. m., her normal engine speed.

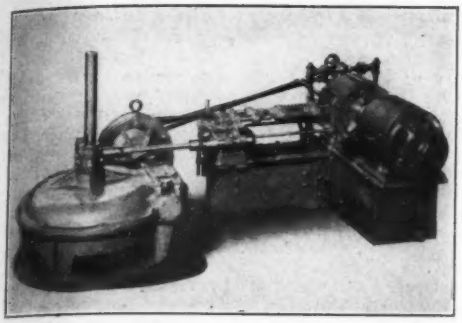
With regard to this power plant every possible precaution against breakdown has been taken. For instance, two independent methods of fuel supply—Autopulse and vacuum feed. The Autopulse is a duplex unit. In case both of these systems should fail, air pressure can be applied to the fuel tanks. There is also a Craveroiler unit and duplicate parts for everything on the motor are carried.

Fire protection is absolutely assured by the installation of three separate Lux units. Pyrene is also carried. An automatic greasing and oiling system has been installed on the engine room bulkhead to facilitate lubricating the motor without stops or any inconvenience whatsoever.

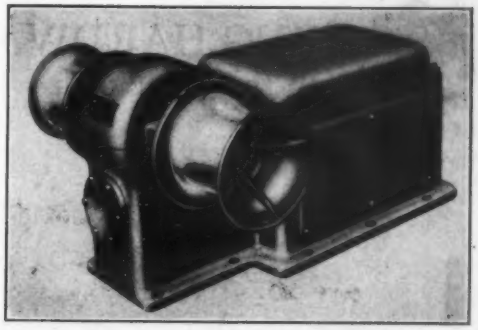
The craft handles excellently—rapid maneuvering being made possible by a reverse gear and throttle control combined in one of the Cory shelf type units. The layout of the cruiser is such that except for taking sights, the entire navigation can be done without going out on deck. The below decks arrangement is roughly as follows: From stern to cabin is largely storage space. Immediately forward of the steersman's position in the cabin is the engine room and forward of this space up in the bows are two bunks and more storage space for oil, supplies and other gear.

All in all, every possible precaution has been taken in fitting out this cruiser and nothing short of unusual weather conditions should hinder the successful completion of the trip.

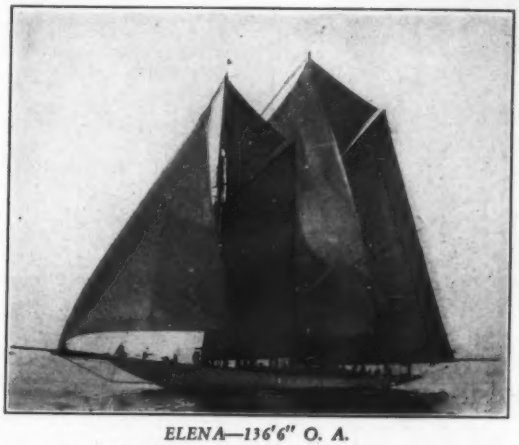
Advertising Index will be found on 3rd last page



A-E-CO ELECTRO-HYDRAULIC STEERER
This type A-E-CO steerer used on Elena was specially designed for the conversion of hand steering gear to electro-hydraulic power.



A-E-CO ELECTRIC BOAT HOIST
The Elena is equipped with this type boat hoist, which is ideal for handling heavy tenders. The design is extremely compact, with motor and control incorporated in the machine.



ELENA—136'6" O. A.
William B. Bell, New York, Owner
Herreshoff Mfg. Co., Bristol, R. I., Builder

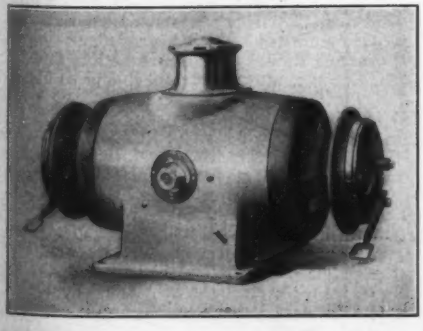
ELENA - Winner *of* King's Cup

in Trans-Atlantic Race
Equipped with A-E-CO Auxiliaries

A-E-CO equipped yachts, such as Elena, winner of the King's Cup in the race from New York to Spain, are always in the foreranks of yachting activities, because they are fine, thoroughbread, sea-going craft built of the best materials by the leading shipyards who demand the most advanced type of auxiliaries.

A-E-CO Auxiliaries Include: Steerers, Davit Winches, Remote Reverse Controls and other Yacht Equipment.

A-E-CO ELECTRIC WINDLASS—Type G
This electric windlass used on Elena has beauty and distinction never before attained in marine deck machinery.



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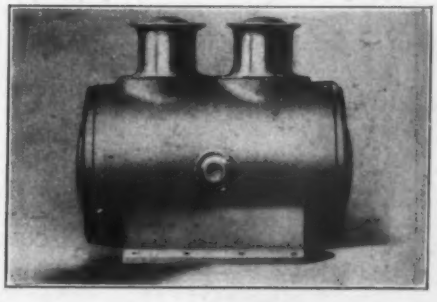
H. F. RASMUSSEN
2237 TCHOUPITOULAS STREET
NEW ORLEANS, LA.

A-E-CO ELECTRIC SAIL HOIST
Elena is equipped with this compact sail hoist which has many other uses wherever power is need for a line pull or lift.



Write today for complete catalog.
Mention MOTOR BOATING, *57th St. at Eighth Ave., New York*

Castaway on Cockenoe Island

(*Continued from page* 49)

motor only grunted.

While I was looking over the stern to see what was holding the propeller, a slick black sloop slipped up to us and cut around us a couple of times with her fin keel showing. It was rather choppy and she looked quite pretty. I paid no attention, but stripped to the waist and started to do figure eights with the starting cord. The elegant sloop and her tailor-made skipper edged in a little nearer to see the fun. I was greatly encouraged to hear shouts of "Don't let it throw you, cowboy"! Then someone on the canvasback held up a length of line and waved it at me. That was the last straw. I sat down and pretended I was fishing and didn't want to start the motor anyway. The sloop's crew laughed and she flapped her jib at us and slipped away down the wind.

We rowed ashore and spent the night on top of a seawall in pouring rain.

Came the dawn, as the story books say, and it found both our clothes and our enthusiasm a bit dampened—despite the tent and tarpaulin. But the sun came out and Carl strung out our gear along the sea wall till the place looked like a counter in a rummage sale and I fished out my chart and decided on the day's run. I was awfully optimistic after all.

I swam out to the boat after a time. dried up the bottom boards and the points of the ignition system and brought her in. We piled in and I gave the white elephant a half-hearted turn. She started with a bang. I was so astonished that I forgot to steer and we grazed just about all the half submerged rocks on the Point before I came to.

"Carl," I exclaimed, "I don't believe it!"

He just stared. I smelled of the exhaust and it was non-alcoholic. "Strange," I muttered.

I don't believe it yet, but she carried us right down the coast all that morning and into the afternoon. Our port of destination was Stony Brook Harbor, Smithtown Bay, and we went through the inlet at one-thirty. We cruised up through the lagoon and up a small stream to the very back door of one of the houses in Stony Brook. This harbor is excellent at high tide incidentally, and there is a canal at the back of the basin about eight feet wide and three feet deep that winds through the eel grass right up into the center of the village. The inlet to this harbor is very narrow, however, and when the tide is changing there is a race going through there which is easily five knots an hour—not miles—knots. At low tide there is apparently not more than a foot of water at this inlet.

We went up to town to get supplies and then ran out of the lagoon to a sand spit just outside the harbor for a swim. It was about four by this time and the motor, which had hitherto been functioning perfectly decided to call it a day. In other words, she stopped. She was getting earlier every day, apparently.

This time Carl and I knew better than to try and do anything with the old coffee grinder so we camped that night on the sand spit. She had done pretty well anyway. It was clear that night and we were almost comfortable.

I got up at eight, shook off the sand fleas, and splashed out to the Diablo Blanco (that was one of her names, I believe), riding peacefully at the end of her mushroom. I spun the motor with the air of a toreador kidding along a bull.

Nothin' stirrin'.

I tried again and again, and then I gave her another just for luck. And she didn't flicker an eyelash.

Then I got wild and swore I'd get her going if it took me all day. It did. I took an hour for lunch but I went back to it in the afternoon and the blanked thing never kicked once.

Carl was very helpful. He lay on the sand the greater part of the day and told me that I had splendid back muscles. I have now.

We finally rowed into town and got a so-called outboard expert to dissect our invalid. He got it started somehow and told me that I'd have no more trouble with her. I knew better, but I gave him a dollar and shoved off. It was getting late, but I vowed I'd go as long as that utterly indescribable piece of machinery went.

We were headed for Stratford Point. It was quite a run, but we had plenty of gas and we were determined to go ahead. We came abreast of Crane Neck Point in good form. I took a look over the stern and a guess at the course and steered to where I expected to pick up Stratford Shoal. The sea was fairly smooth and the motor ran beautifully. We were able to relax for the first time since we started and we began to whisper about making the Connecticut after all. But we were very careful not to let the engine hear what we had in store for it.

Except for a stop to refuel, everything went along admirably. So well that we were a bit afraid that it might get monotonous. We should have known better. (*Continued on page* 116)

Advertising Index will be found on 3rd last page

Another VICTORIOUS YEAR

THUS far this year Chris-Craft has won every standard runabout regatta event entered—further emphatic proof of the superiority of Chris-Craft. Motor boat buyers have also established another remarkable Chris-Craft record. They have purchased more Chris-Craft during the last two years than all other makes combined.

Chris-Craft ownership sets one apart from the mainland of the ordinary and commonplace—admits one instantly to the most exclusive social and sports coterie. From Newport to the Riviera, Chris-Craft ownership is truly a mark of distinction.

A Chris-Craft catalog will be mailed on request.

CHRIS SMITH & SONS BOAT COMPANY
389 Detroit Road - - Algonac, Michigan

$2235 to $9750 *11 Models—22 to 30 Feet—30 to 45 Miles an Hour—82 to 200 Horsepower*

Chris-Craft

WORLD'S LARGEST BUILDERS OF ALL-MAHOGANY MOTOR BOATS

Castaway on Cockenoe Island

(*Continued from page* 114)

We passed about one hundred yards westward of the black nun north of Stratford Shoal, making a good course and good time. Stratford Point light was picked up a little later and in due time the old frigate hauled into a little bay on the west side of the point, where we spent the night.

Anchoring about five hundred feet offshore, we slept in the boat for the remainder of the night. And here's where I made the great and famous mistake. It was a clear, beautiful night—and I covered the motor—and I never had in all that pouring, drenching rain that we had had before.

After breakfast I took the motor on for a couple of rounds. And here was one time when I didn't expect it to start.

That thing that I have absurdly flattered by calling a motor did not disappoint me this time either. It never budged. That's what I got for covering the motor. I guess it was one of those he-man machines and liked the sea air.

I whipped the thing till I got blisters on my hands. I took everything off of it but the propeller, hooked the parts up differently, gave her too much gas, too little gas, no gas, spun the flywheel backwards, and still the infernal thing just sat. It was getting serious now and I resorted to prayer. Prayer didn't have any perceptible effect, so I tried profanity. I cussed the motor, the maker, the boat, the Sound, the Connecticut, the repairman in Long Island, the mixture and everything else. I brought out, dusted off and used some of my best, selected freight ship adjectives, and still the horrible thing just sat and grinned at me. It was about four o'clock by this time. And I had decided by this time that this outboard stuff was a lot of bunk and that if I ever did get her started again that I would head back to City Island. I only had two weeks and by the way it looked it would probably take all of that to start her. What I couldn't have done with a sail!

Just then I got an inspiration. Perhaps, I said to myself, if I pretend that I don't give a d—— whether she ever starts again or not—she will! I whistled an aria from Tosca and took a murderous poke at the motor.

It started.

Up came the mushroom as fast as you could wink. We squared away for Penfield Reef Light as the first mark on the return course. The infernal machine kept going and going and going—and I don't know why to this day.

We passed the buoy off Pine Creek Point, George Rock buoy and then sighted Cockenoe Island. We thought it was Cockenoe Island. It was getting so choppy that we were standing on our heads most of the time and it was a bit hard to make out anything. But it was the next piece of land marked on the chart, so we assumed that that's what it was.

"Let's stop here for the night, Carl," I said.

"Well, I don't know—it doesn't look so good to me."

It apparently looked pretty fine to the motor, though. It stopped with that nasty grunt that we had gotten to recognize as final.

We were fatalists by the time we had gotten this far on our horrible cruise so we accepted the engine's ultimatum and started to row ashore.

The eastern coast line of Cockenoe—it is shaped pretty much like a boiled shrimp, by the way—is far from inviting. Rocks, rocks, rocks—piles of them, and at low tide they jut into the sea at least a quarter of a mile. It was low tide then—naturally. It would be for us.

Followed in by a string of playful rollers, we crashed on the pebbles going about fifteen knots down the side of a particularly huge green back. It was getting very dark and you simply couldn't make a seamanlike landing to save your neck.

Carl tumbled out on the rocks and yelled to me to throw out the tent and the grub. I heaved it with a will—the boat hammering all the while like a pile driver—and it scattered all over the beach in five different directions. We hadn't found all of our stuff by the time we left and that was several days later. Pulling frantically out into the sea, I managed to get off this marine quarry and anchor the boat in about ten feet of water. I had to allow for high tide and at the time it looked as if she were moored in the middle of the Sound half way to Long Island.

It was a long swim inshore and I was pretty well tatooed by the barnacles when I got on dry land.

Carl wasn't so hot on green water, but he knew his stuff ashore and he'd gotten a fire started already.

We started to eat and it started to rain. Carl and I tore around looking for the tent and discussing the weather in terms that the mate of a coal steamer would have blushed at.

The tent, when we found it, wouldn't stand up on the rocks anyway and it was blowing like fiends. We were enjoying ourselves immensely.

(*Continued on page* 118)

Advertising Index will be found on 3rd last page

Woolsey's

One Brush Full Forms the Habit

YACHTSMEN and boat builders who are in the habit of using nothing but the finest protective coatings for their boats are using Woolsey's Paints and Varnishes—the standard since 1853. And yachtsmen who use Woolsey's once find that it is a habit that pays, for a hull can be no better than the protective compositions which give it long life in good condition.

TUNGSPAR VARNISH

Tungspar Varnish is not just another marine varnish. It has been scientifically planned for just one purpose—to withstand the severe test of marine use. It does this to perfection. It will not turn white. It is waterproof. It retains its lustre and is elastic and durable. Tungspar is a particular varnish for particular people and it wears like iron.

COPPER BEST PAINT

Gives the smoothest sailing bottom—with absolute protection against fouling by seaweed, barnacles or boring teredo worm.

YACHT WHITE

Unbeatable for Whiteness and Wearing Qualities. Will not crack, blister or peel. Leaves an ideal surface for repainting.

The Woolsey line also includes Anti-Corrosive Steel Bottom Compositions, Industrial and House Paints, Enamels and Stains.

C. A. WOOLSEY PAINT & COLOR CO.
JERSEY CITY, NEW JERSEY
Quality Products Since 1853

Paints & Varnishes

Castaway on Cockenoe Island

(*Continued from page* 116)

We raced down the beach like a couple of maniacs—you could almost swim through the air there were such sheets of water coming down—looking for a place to crawl under.

Carl tripped over a square piece of wreckage that stood up like a cheese box on the beach. It was about a foot and a half high. Apparently it was the remains of a schooner's deck house, but we didn't spend much time looking it over. The top was tight and that was all we were interested in.

"Let's pile in here, it seems to be vacant," shouted Carl.

We got our stuff—as much of it as we could find, and crawled under and hung up on some of the fifty odd spikes that poked down from the roof. But they were dry spikes!

Morning came and still it rained. A few thousand mosquitoes, thinking we were lonesome and wanted company, engaged rooms in our hotel and started to have dinner immediately. We rather objected to being eaten alive in that awful hole though, and we smoked furiously for an hour to discourage the beasts. They must have been Pittsburgh mosquitoes. They kept right on eating.

Finally the rain let up and I tore out to the boat to feel the pulse of the motor. It was very weak. I had a good workout, but it got pretty monotonous. Then the starting cord broke and that settled the matter. I should say cranking cord. I can't remember having ever started anything with it. I swam back to shore so wild that I steamed when I hit the water.

We spent the rest of the day studying the habits of the starfish and lying around in what sun there was.

After another night in the mausoleum I was pretty stiff and less inclined to attack the motor than I had been so far. The grub was pretty low and we faced a five-mile row to the nearest town on the mainland to get supplies. But it had to be done, and we rowed our heavy tub past interminable lines of oyster boats up to Norwalk in a broiling sun.

I walked up the main street and came back in an hour or so with a nice fat watermelon and the town's leading outboard genius. We ate watermelon while the genius put in an hour on the motor and then cheered me up with the news that the best thing I could do with that engine would be to sell it for old iron. I had thought of standing the thing up on the street corner and charging ten cents a try to start the thing, with a prize of $1,000 to anyone who did start it. I could have retired for life in a week.

But we had to get back to City Island with the boat, so we pulled another five miles back to our summer home on Cockenoe.

Next morning I put in a little more road work on the infernal machine. But it was dead. So was I by this time, and I began to see green and red lizards where there weren't any. By the time I had counted eight hundred running around the flywheel of the motor our fresh water had evaporated in the hot sun and I decided it was time for violent action.

"Carl," I said, "we're going to leave this charming resort if we have to row the whole distance to City Island." It was only about thirty-five miles anyway.

We left Cockenoe under an ash breeze and started southwest. After we had gotten as far as Peck's Ledge Light the head winds began to make the rowing business a little too much like work. We had a pretty heavy boat. There was a fishing boat plowing astern of us and I decided that we would be real farmers this time and take a tow. I found a red bandanna under the after thwart—Lord knows where it came from—and tied it to the end of an oar. They got what we meant all right and came to us. I took their three quarter-inch manila, heaved our one-cylinder Jonah in onto the bottom boards and lay down in the stern. I think I would have died if that crowd at City Island could have seen us then. The fisherman must have known how I felt, for he dropped me about a quarter of a mile offshore at Five Mile River. We covered the damnable engine with our tarpaulin and proceeded to row in. Two hours later we pulled up to the wharf of an outboard service man at Rowayton, a mile or so up the river.

"Could we anchor our boat here for a while?" we wanted to know.

"Sure."

"How do you get to the nearest railroad station?" was our next question.

We found out and tore up the road so fast that they must have thought we were being chased by wolves. I'll bet we were in a train before the dust on the road had settled.

Carl got off at some station on the way down—I forget which—and I went on to New York.

Two days later found me drowning my sorrows in a mountain stream in upper New York State. I guess the boat and motor are still at anchor in Rowayton. I really don't know. I don't feel well when I think about it.

Advertising Index will be found on 3rd last page

Whim III, Fastest Cruiser

(*Continued from page* 30)

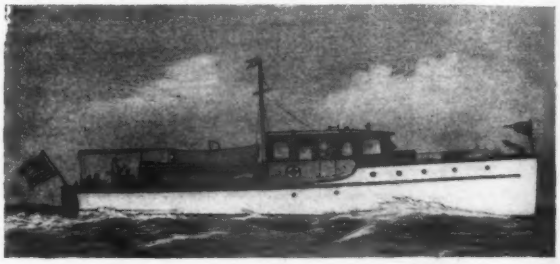
solidated mile at the rate of one minute and eleven seconds when opposing the current, and at the rate of one minute and eight seconds when going with the current. These two figured as fifty and six-tenths and fifty-three miles per hour so that the mean of these is fifty-one and eight-tenths miles. At top speed the engines turn a pair of 24 in. x 38 in. propellers and in doing so consume about ninety gallons of gasoline per hour. At cruising speed she will use slightly less, or about eighty gallons per hour. She carries a crew of three to keep her running.

Marine Sleeve Valve Engine

(*Continued from page* 53)

bea.ings by means of a gear pump. An oil lead is connected with the hollow rocker lever shafts, thereby supplying positive lubrication to all rocker levers. The oil pressure relief valve is located at the rear end of the main line outside of the crankcase. The equipment includes a 12V starting and generating system of latest design, including magnetic starting switch, oil filter, electrically operated gasoline pump, battery ignition, two carburetors. The high duty clutch and reverse gear is durable and quiet operating.

The Admiral Model is built to be a leader in the medium sized cruiser field—a sturdy, dependable engine, light weight, high speed and modern in every detail.



The new Standard Diesel engined 53-foot cruiser to be built by W. J. Deed

A New Diesel Cruiser

Tell W. Nicolet, of Pittsburgh, and William J. Deed, of New York, announce a new standardized custom built 53 foot diesel cruiser. She is 12 feet beam and 3 feet 10 inches draft and is powered with a four cylinder 60 h.p. Standard full diesel engine.

Three double berths and one single berth state rooms are provided, as well as room for a paid hand and the galley is large, a man-sized affair, with oil-burning range, hot and cold water under pressure, large refrigerator with Frigidaire, etc. Shower bath is found in the owner's quarters and every convenience for comfort as well.

This cruiser has a fuel capacity for 1,250 miles at full speed and no gasoline is needed for engine or auxiliaries. A separate electric generating set is provided, driven by kerosene engine, for lights throughout the boat.

Well proportioned, with neatly turned hull, beautiful flaring bow sections, a deep underbody for good sea action, this cruiser is up to the minute in every way. Leaded glass doors in the book cases add to the beauty of the rooms, which are finished in white enamel with mahogany trim. Spring cushions are found on the berths and transoms.

Using cheap fuel oil this cruiser can operate for about 40 cents an hour.

Alaska Racer Used Columbian Wheel

The owner of Sandpiper II, one of the contestants in the long Capitol to Capitol cruiser race recently held from Olympia, Washington, to Juneau, Alaska, used a Columbian 21 by 18 propellor and apparently considered it most satisfactory, for in a recent communication to the Columbian Bronze Corp. of Long Island City he states that the wheel came through one hundred per cent. The race was 908 nautical miles and is the longest race for motor boats in the world. The Sandpiper II made practically a non-stop run, only taking the allowed hour and 23 minutes for stops for gas. The running time was 103 hours and 42 minutes.

Advertising Index will be found on 3rd last page

1929 ..... *with*

Matthews Cruisers

The new Matthews Cruiser line for 1929 flashes to the fore with greater speeds, more alluring beauty, comforts of a new order, added staunchness—with Kermath Marine Engines again the unconditional choice . . . again *the* standard motor equipment for Matthews Cruisers. The 150 H. P. valve-in-head motor powers the new 25-mile Matthews Speed Cruiser . . . the 85-125 six-cylinder models are the feature of the 1929 Matthews "38". Here's power in abundance for every Matthews owner . . . dependability without stint . . . a brand new kind of cruiser performance . . . and plenty of speed to make your blood tingle with the sheer joy of living aboard your summer home afloat.

"A Kermath Always Runs"

KERMATH MANUFACTURING COMPANY
5884 Commonwealth Ave. Detroit, Mich.

It's a great boat—this new 25-mile an hour Matthews Speed Cruiser with Kermath power!

YARD and SHOP

Tom Webb Dies

(*Continued from page* 68)

the previous holder, J. E. Sellman.

Some twenty-two years ago Mr. Webb founded the Illinois Valley Yacht and Canoe Club at Peoria. This soon became nationally known as a racing organization and during the years 1905-1911 he headed the Western Power Boat Association which promoted many notable regattas.

The salt water proof closed body on the Baby Gars makes a most comfortable boat

Fleet Day at Manhasset Bay

The cruiser department of the American Car and Foundry Company is arranging to hold an a. c. f. Field Day on Wednesday, September 12, at the Kennilworth Yacht Club, Manhasset Bay, L. I. The hosts to the fleet will be Horace Hager, vice president of American Car and Foundry Motors Company, and S. Clyde Kyle, whose home on the waterfront of Manhasset Bay in Kennilworth Park, which is to be a permanent port of call for a. c. f. cruisers, will be headquarters for the guests. Major Black, president of the Kennilworth Park Association, will throw open the clubhouse and provide refreshment and entertainment.

The a. c. f. fleet that will assemble on "Fleet Day will be composed of all sizes and styles of the popular a. c. f. cruisers from the smallest to the largest. There will be Dr. Ross McPherson in his 47 ft. Cluny; Zalmon A. Simmons, Jr., with his 54-footer Zanette II; Edward R. Stettinius, Jr., in his 41-foot Pompano, and W. Chas. Bergh in his trim 30-foot Flying Cloud, besides many others, probably over 50 boats in all.

A special handicapping committee is now at work arranging for a series of races between these a. c. f. cruisers on a course that will probably run from the yacht club out to Execution Light and return. There will also be water sports of various kinds. A prize will be given for the best kept boat.

So many a. c. f. cruisers of various sizes are now in service, not only on the Atlantic seaboard but on inland waters as well, that the American Car and Foundry Company is providing an elaborate system of service stations for the benefit of owners of their cruisers. This, in addition to the fact that an executive representative of the a. c. f. makes it his business to call personally on the owners of these craft for consultation and advice. Service stations are now established in Boston and Detroit, and others are to be placed on City Island, Long Island Sound, and at other strategic points, including Florida ports. And, in order to aid a. c. f. cruiser customers, two licensed sailing masters are always on call ready to assist cruiser owners with instructions or advice as to their boats, or as to extended cruises.

At the Wilmington, Delaware, shipyards of the American Car and Foundry Company a large storage and repair shed is in course of erection on the bank of the Brandywine River. This boathouse—100x175 ft.—and capable of extension, will shelter fifty a. c. f. cruisers and will be equipped with a marine railway to haul the boats out of the water so they may be scraped, repainted and reconditioned, if necessary.

Ditchburn Builds New Mile-A-Minute Boat

Commodore Harry Greening has had Herbert Ditchburn, of Gravenhurst, Muskoka, Canada, build him a family runabout which has just been completed. Mr. Ditchburn says she is not a racing boat—but she has speed. She is 35 feet long, 8 foot beam, with a seating capacity for ten people. She has two 550 H. P. motors, is strongly built and is designed to cross Lake Ontario in fairly heavy weather, and even at that kicks off quite easily between 65 and 70 m. p. h. Commodore Greening and Mr. Ditchburn plan to make a trip in her from Hamilton to Montreal for a trial run.

Advertising Index will be found on 3rd last page

Up the Long 900 Mile Trial

From Puget Sound to Alaska

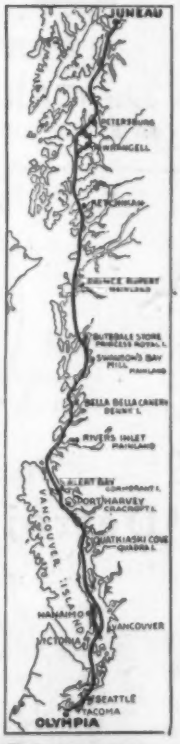
Scripps Power Wins the Capitol to Capitol Race

AGAIN a SCRIPPS engine has set a record for reliability and consistency unequaled in motor boating. Tides, weather, distance made no difference to Mr. E. J. Thompson's Cruiser "DELL." Her SCRIPPS power drove her to victory in the long 908 knot course reaching from Olympia, Washington, to Juneau, Alaska. "DELL" not only took first place in her class "B" but beat the winner of class "A," turning in an unprecedented record for consistency. The long run was finished within one minute and forty-eight seconds of handicap time, or in other words within one-tenth of a second per mile of scheduled speed.

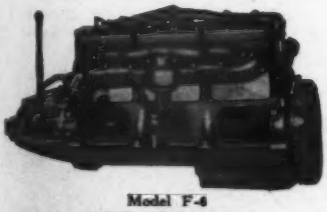
SCRIPPS engines are not racing motors by any means, but are designed for reliability and consistency. This telling victory is but one more notable chapter in a series of brilliant motor achievements, especially in long distance contests where endurance and reliability are paramount.

A SCRIPPS motor first crossed the Atlantic; a SCRIPPS motor first ran the Whirlpool Rapids of Niagara, and for years SCRIPPS products have been building up an impressive list of winnings in all reliability contests. It is not surprising, therefore, that a SCRIPPS should run true to form and add new laurels and make new records each season.

SCRIPPS reliability is available in a wide selection of engines, ranging from 10 to 200 Horse-Power, suitable for every boating need.

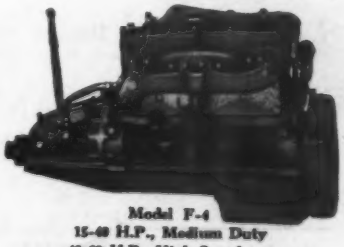


"The Motor that Scripps Crossed the Atlantic"



Model F-4
50 H.P., Medium Duty
100 H.P., High Speed

SCRIPPS MOTOR COMPANY
5819 Lincoln Avenue
Detroit, Michigan



Model F-4
15-40 H.P., Medium Duty
40-80 H.P., High Speed

Racing North of 54

(*Continued from page 37*)

fred 8.5 knots, but owing to a variety of reasons Winifred maintained the steadier pace and it was not until beyond Petersburg that Dell moved ahead. When Winifred pulled into Farragut Bay the Dell forged ahead and finished at Juneau, thereby winning for its skipper and crew the delights of a wheelbarrow ride by the crew of the Winifred in the Juneau Fourth of July celebration, a ride which Winifred's crew gladly gave and in which they graciously declined to do the riding, as suggested by Dell's crew.

But as those racing boats sped northward day and night, pausing only to take on gas or supplies, or to make incidental repairs, the contest was keen between Winifred and Dell. Sportsmanship prevailed throughout the event. That was demonstrated when special prizes were awarded Maidee so that each boat that finished was recognized.

Just north of Ketchikan there was staged as pretty a piece of seamanship, or nerve and daring, involving Winifred and Dell, as might win fame in story books but which never got into the logs and was only casually told.

Winifred had halted at Ketchikan for fuel, but it was decided to visit the city. While all were in a restaurant, news came that Dell, which was trailing, was also taking gas. Next came the news that Dell was not going to make a halt, but was proceeding. Then came the great rush of Winifred's crew.

As the dock was reached Dell could be seen proceeding north. Lines were soon off and Winifred was under way. The night was overcast with clouds and the darkness was thick. Down the straits was sweeping a wind that was making the sea choppy and nasty. Dell was holding a course well in toward the starboard shore. Winifred was almost in midchannel.

Soon Skipper Schmidt remarked that Dell seemed to be slowing up. Its riding light appeared to be bobbing about. All eyes were fastened on Dell. The night was getting darker and the sea rougher and, in fact, the waves were running high and choppy. Now it was evident that Winifred was gaining on Dell. "Dell is in trouble!" exclaimed Skipper Schmidt! Then Dell swung part about and its port light could be seen. Next its green light was in evidence.

Aboard Winifred all was tense. Dell had seaway and speculation was rife as to whether Dell was in trouble or was running for the other shore to get the protection that might be found there. Dell was too far away to be spoken to as it moved slowly across the wake of Winifred. When Captain Schmidt, race or no race, sea or no sea, took the helm and Winifred tossed this way and that, now on top of a wave, now down in the trough, was brought around and headed for Dell. Skipper Schmidt's only concern was Dell and the race was forgotten As Winifred approached, Owner Thompson of Dell appeared with a flashlight and signaled Winifred to go on. The signs were insistent and once again Winifred was swung about and headed back on her course.

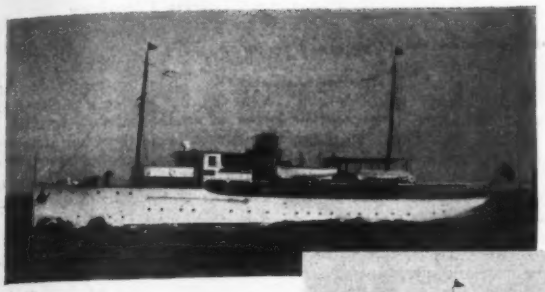
"Dell has broken a tiller line—they will soon fix it and be all right," remarked Skipper Schmidt. His predictions were correct, as was learned later. But that was a fair example of how the race was run. Naturally, had Winifred helped Dell she would have been out of the race, but if Dell had needed help Captain Schmidt would have given it, regardless of the consequences.

So was run the great race from Capital to Capital. It will go down in yachting history as the first of its kind and as the longest ever held on the American continent. To get ten boats and crews numbering more than fifty was no small task.

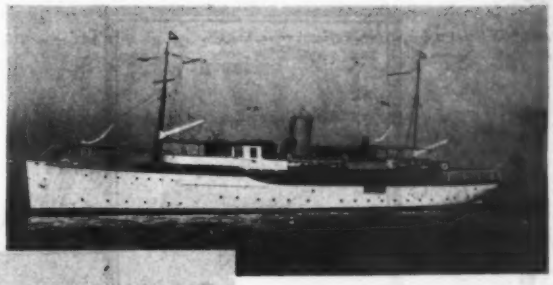
But it was accomplished and the ten boats that started reached Juneau. It showed that the small boats whose owners understand navigation can lay out courses, understand tide and current tables, and who use discretion can make the trip to Alaska and there they will find scenic wonders that defy description, a hospitality that is outstanding, extended by people who know how to make guests feel at home.

Prizes and honors there were for all in the big race, but behind it was romance and it brought forth samples of courage and sportsmanship on the part of every skipper and it made history.

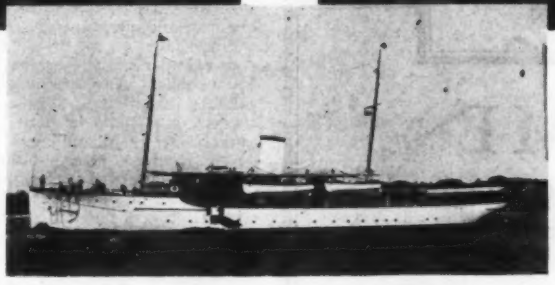
There were smooth seas and rough, dark nights and nights when there was only dusk between sunset and sunrise, but no serious accident marred the affair and it is to be hoped that it is a forerunner of what in perhaps fifty years will be the outstanding water event among the yachtsmen of the North American Continent.



Josephine, 140-ft. Diesel Yacht designed by Cox & Stevens. Owned by Uzal H. McCarter, Red Bank, N. J. Equipped with two 20-K.W. 4-cylinder Cummins Diesel Generators.



Walucia III, 172-ft. Diesel Yacht designed by Cox & Stevens. Owned by Henry D. Walbridge, New York. Equipped with a 20-K.W. 4-cylinder Cummins Diesel Generator.



Seaborn, 182-ft. Diesel Yacht built by Ramage & Ferguson, Ltd., Leith, Scotland. Owned by Commodore R. F. Howe, Glen Cove, Long Island. Equipped with a 30-K.W. 6-cylinder Cummins Generator.

Three 20-K.W. 4-cylinder Cummins Diesel Generators are specified for the 40-mile Diesel express cruiser under construction for Harold S. Vanderbilt. A 20-K.W. 4-cylinder Cummins Diesel Generator is used in the 213-ft. Diesel Yacht Ara owned by W. K. Vanderbilt, Jr.

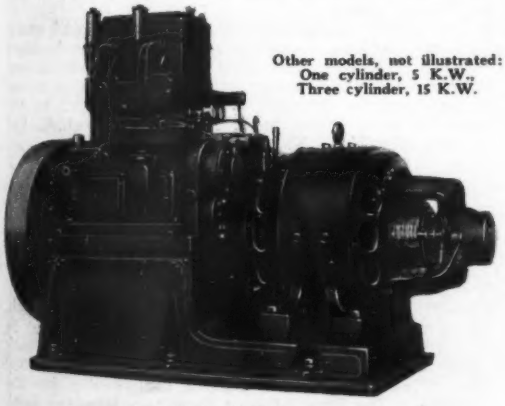
CUMMINS DIESEL

GENERATING SETS

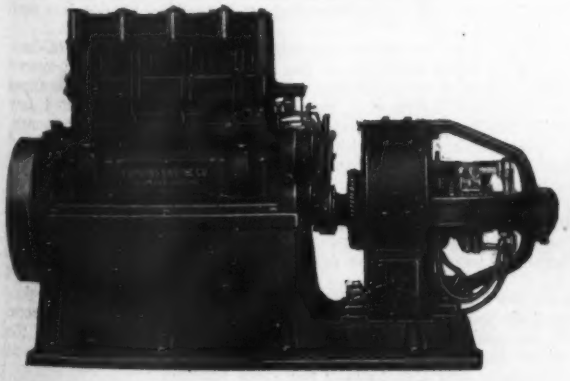
CUMMINS Diesel Electric Generating Sets are rapidly replacing gasoline auxiliaries on many of America's finest large Diesel yachts. Naval architects and yacht owners who buy nothing but the best are finding these Cummins Generators ideal for the purpose because they operate on the same fuel as the main engines, thus dispensing entirely with gasoline, reducing fire hazard and giving a complete Diesel engine room.

The introduction of the new Cummins Model U, a small high speed full Diesel engine in one, two, three, four and six cylinder types, is revolutionizing the marine power problem in boats and auxiliaries requiring from 8 to 60 H.P.

Other models, not illustrated:
One cylinder, 5 K.W.,
Three cylinder, 15 K.W.



Two-cylinder 10-K.W. generator



Four-cylinder, 20-K.W. generator

Write for data and prices

CUMMINS ENGINE CO.,
Columbus, Indiana

New York Office: French Bldg., Fifth Ave. at 45th St.
Telephone: Murray Hill 8772

DISTRIBUTORS:

New York:
Smith-Meeker Eng. Co.,
123 Liberty St. (Generators)
John Reiner & Co., Inc.,
309 Church St. (Industrial)

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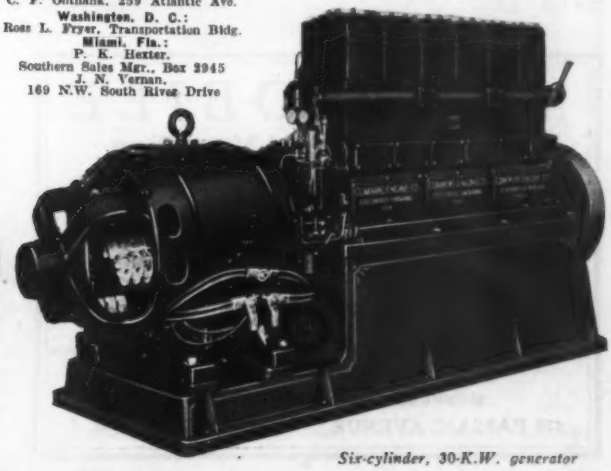
Southern Sales Mgr., Box 2945
J. N. Vernan,
169 N.W. South River Drive

Rockport, Tex.:
Roberts Boat Works

Terminal Island, Cal.:
Marine Engine & Supply Co.

Seattle, Wash.:
S. V. B. Miller, 72 Marion Street

Guaymas, Sonora, Mexico:
A. A. Lelevier



Six-cylinder, 30-K.W. generator

Janet, A Double Cabin Cruiser

(*Continued from page* 57)

against the skin of the boat, is a shelf. Over the center dresser the dish locker is to be built. The engine projects partly into the center dresser, as will be noted from the inboard profile.

Still working aft, we have the center cockpit, which is to be made water-tight and to be fitted with a seat running across the after end. Under this seat there are two good-sized lockers, one on each side, and in the center a compartment to hold a water tank.

Under the main portion of the cockpit is the engine room, here the gasoline tanks are to be installed, two cylindrical tanks, one port and one starboard, each holding 59 gallons of fuel. The engine shown on the drawings is a standard make of four cycle, four-cylinder marine engine of about 50 h.p. with a weight of 950 pounds. Any type engine along these lines will make a suitable installation. The controls, that is, spark, throttle and reverse, are to be brought up to alongside the steering wheel to make for easy handling.

Aft we have another stateroom fitted with two real good, comfortable berths, lockers under. As stated in the above paragraphs, the lockers for this room are fitted under the cockpit seat. Between the berths at the after end of the stateroom a sort of seat is to be fitted, under which a water closet is to be installed; over this seat on the bulkhead a folding type of wash basin can be fitted.

Next is the lazarette, housing the rudder quadrant, and over which is a small after deck. A manhole is to be fitted in the deck. Two doors also are to be cut in the after stateroom bulkhead to make it easy to get into this compartment.

In regard to the material cost, estimating roughly, I would say that the material for this craft, exclusive of engine, tanks, etc., would cost somewhere in the neighborhood of $800 to $1,000. Having her built at a small yard where their overhead is low she should cost about $4,300 to $4,500. The difference in the material cost and the cost of having her built might be startling to some, but we must take into consideration the amount of labor involved. This sometimes exceeds about 30 per cent. of the entire cost; then there is overhead and profit to be considered also. Don't think the average boatbuilder is trying to become a millionaire over night, because he's not, and if he still continues to build boats he probably never will; but he is out to build them because he loves them, as you and I. Still, he has to think of living.

MoToR BoatinG has published some excellent books of small boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request. Readers who plan to construct this boat can also secure blue print copies of the drawings to a scale of ½ inch to the foot at moderate cost. Write the Editor, MoToR BoatinG, 959 Eighth Avenue, New York, N. Y.

SPECIFICATIONS

DIMENSIONS—Length over all, 30 feet 6½ inches; length water line, 30 feet, 0 inches; beam, extreme, 9 feet 1½ inches; draft, extreme, 2 feet, 10½ inches.

MATERIAL—To be of a kind and quality best suitable for the work intended and to be first-class.

BACKBONE CONSTRUCTION—Keel to be of white oak, with a siding or thickness of three inches. To be molded as shown on the inboard profile. A keel batten or apron of oak 6 inches wide and 2¼ inches thick is to be thoroughly fastened to the keel. This member is to form a back rabbet for the garboard strakes. The joint between these two members is to be very carefully made. The keel is to be made in one piece if possible; if it is to be scarphed, the scarf to be not less than three feet long.

Stem to be of white oak, rabbeted to take planking, to have the same siding as the keel; the face of the stem is to be covered with a bronze or galvanized half-oval stem band, the side faces of the stem forward of the rabbet line are to be carried fair with the lines of the planking. Head of stem to be left square.

Stem knee, also of white oak, sided three inches, to be shaped as shown on the plans and to be thoroughly bolted to both the stem and keel.

Shaftlog, of oak, 7 inches wide, and to be about 4 inches thick along the center line of the shaft, trimmed in fair to the siding of the keel, namely 3 inches, along the edges that fit against the keel and the deadwood. To be bored for size shaft used.

After deadwood, this is to be of white oak, sided three inches and shaped as shown, running from the shaftlog to the transom.

An upright piece of oak is to be fitted at the after end of the shaft log, keel, etc., so that no end wood will be showing at this point and also to take the stern bearing.

(*Continued on page* 128)

Advertising Index will be found on 3rd last page

DITCHBURN BUILDS ANOTHER WINNER

34 x 9½ foot cruiser "Jingo" owned by J. M. Schoonmaker, Jr., Sewickley, Pa. Designed and built by Ditchburn Boats, Ltd., Gravenhurst, Muskoka, Ont., Can. Speed 16 miles per hour with Big Chief SIX 85 h.p. Red Wing THOROBRED.

and powers it with a RED WING THOROBRED

PRACTICALLY every boat builder of note has used the Red Wing THOROBRED marine engine in some of their most successful boats. Ditchburn Boats, Ltd., famous Canadian builders of Gravenhurst, Ont., with countless fine craft to their credit comes out recently with the substantial and fine performing cruiser "Jingo" pictured herewith, and powered with the Big Chief Six Red Wing. Other recent Red Wing installations include a pair of the Little Chief BB-Sixes by the Great Lakes Boat Building Corp. in the classy yacht of Mr. P. K. Wrigley on Lake Geneva, Wis.; a Red Wing Arrow Six in Reginald Denny's 36 foot Elco Cruisette; several Arrow Sixes in Mathews "28" craft; BB-Sixes in Staples and Johnson's standardized 48 footers, and many others that we could mention. The unqualified success of the Red Wing engine in such boats as these may be yours also. Let us suggest from experience just what is most efficient for your requirements.

THE COMPLETE RED WING LINE —A SIZE AND TYPE FOR EVERY BOAT

1 and 2 Cylinders

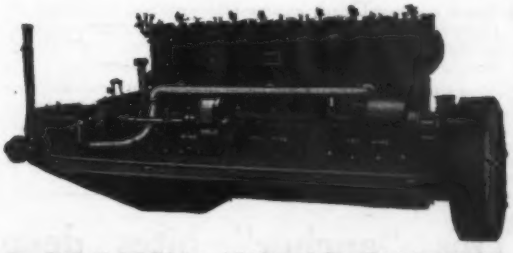
K	4-5 H.P., 3¾"x4¾"
KK	7-8 H.P., 3¾"x4¾"

4 Cylinders

D	10-14 H.P., 2¾"x4"
AA	18-24 H.P., 3¾"x4¾"
F	28-36 H.P., 4 1-16"x5"
B	32-40 H.P., 4½"x5"
BB4	40-50 H.P., 4½"x6"
BB4 HS	45-70 H.P., 4½"x6"
Big Chief	50-60 H.P., 5"x7"
BC Special	75-90 H.P., 5¾"x7"

6 Cylinders

Arrow	40-80 H.P., 3¾"x4½"
BB6 MD	50-80 H.P., 4½"x6"
BB6 HS	80-110 H.P., 4½"x6"
BBSp6 MD	75-100 H.P., 5"x6"
BBSp6 HS	100-150 H.P., 5"x6"
Big Chief Six	85-110 H.P., 5"x7"
BCSp6	110-150 H.P., 5¾"x7"



Big Chief Six 85-110 h.p. (5"x7") and Big Chief Special SIX 110-150 h.p. (5¾"x7") THOROBREDS. With 7-bearing 2⅝" crank shaft; heavy Joes reverse gear built-in; double ignition; pressure oiling; removable cylinder heads; 2-unit 12-volt electric equipment and fly wheel enclosure. Gray iron or aluminum base types. Also twin screw pairs.

CATALOG ON REQUEST

RED WING MOTOR CO., RED WING, MINN.

Eastern Distributors:—W. H. Moreton Corp., 1043 Commonwealth Ave., Boston, Mass. Verrier, Eddy Co., 222 E. 42nd St., New York City. W. E. Gochenaur Mfg. Co., 631 Arch St., Philadelphia. F. B. Eisenbrandt, Foot of Light St., Baltimore. Hutchinson's Boat Works, Alexandria Bay, N. Y.

Janet, A Double Cabin Cruiser

(*Continued from page* 126)

TRANSOM—This can be either of oak or mahogany, 1¼ inches thick; it is straight across, so that no planks will have to be bent. This was purposely done to simplify it. The transom is to be braced on the center line with a 3-inch oak knee, shaped as shown. Along the outboard edges, to take the planking ends, the transom frame, of oak, 1¼ inches by 2 inches, is to be fastened. The transom is to be screw fastened into this. Angle of transom is 2¾ inches in 3 feet 6½ inches.

FRAMES—The type of frames shown on the plans are of the steam bent type, with a filler put in behind them in the way of the chines. This type of framing is harder to do than the sawn type, but a much stronger job results. The frames are spaced 9 inches centers, to be of white oak, 1¼ inches by 1¼ inches. Filler pieces at chine to be 1¼-inch oak. Floors to be fitted on all frames, in the bottom, instead of alongside, and to be of oak, 1¼ inches thick, except floors in the way of the engine bed, these to be 1½ inches thick. Depth of floors to be governed by height of flooring, they to act as floor beams. Floors to be copper-nailed to frames.

CHINES—Chines are to be double, an inside chine and an outside chine. Each piece to be in one length from stem to transom. Outside chine to be of yellow pine, 1¾ inches by 2½ inches. Inner chine of yellow pine also, 2¼ inches by 4 inches. Both pieces to be beveled to fit the planking. Fastening to consist of rivets, through inner chine and outer chine, ¼-inch in diameter. Chines to be laid in marine glue before riveting together. Knees to be fitted at stem and transom.

CLAMPS—Raised deck clamps, to be of yellow pine, 2 inches by 3 inches, to be through fastened to frame heads with 5/16-inch diameter bolts. Sheer clamp, to follow line of stripe and to be of yellow pine, 1¼ inches by 4 inches. Same fastening as raised deck clamp. Two clamps, each of yellow pine, 1¼ inches, to be fitted along side deck from break of raised deck to transom. One along side of frame heads and the other to form a backing for the cockpit coaming, windshield side and sides of after house. Blocks to be fitted between these two members as shown on the deck beam plan.

PLANKING—Planking to be of white cedar, to finish ⅞-inches thick. Planks to be in as long lengths as possible, and butts, if any, to be made on oak blocks between frames, to run from frame to frame, and to be made the full width of the plank. Fastening at butts to consist of bolts, ¼-inch in diameter. Fastening into frames to be either screws or copper rivets, riveted over burrs. Fastenings to be countersunk and wood plugged. Fastening of planks at stem transom, and along keel batten to be screws. All seams to be caulked and filled with white lead putty colored to match final paint finish. All planking to be planed smooth and fair before any paint is applied.

DECK BEAMS—Raised deck beams to be of oak, sided 1¼ inches and molded 2½ inches spaced 9 inches centers. Beams to be sawn to a crown of 8 inches in 10 feet. Headers around deck openings to be of the same size as the beams. Screw fastened to frame heads.

Standing top beams to be of spruce, ⅞-inch by 1½ inches spaced 10 inches centers, to be sawn to a crown of five inches in eight feet. To be notched into edge piece of top.

Cockpit floor beams to be of oak, 1¼ inches by 3 inches, spaced 9 inches, to be cut with a very slight camber to give slope to cockpit floor for scuppering. Hatch beams to be of oak also, 1¼ inches by 2 inches, a land of 1 inch by 1¼-inch oak to be fitted around deck opening in the way of the hatch to give support to the hatches when closed.

After house beams, oak, 1¼ inches by 2¼ inches, spaced 11 inches centers, sawn to a crown of 9 inches in 7 feet 4 inches of beam. To be screw fastened into sides of house. Companionway opening headers to be the same size as the beams.

The beams in the way of the windshield are to be the same size as the raised deck beams, but to be sawn with no camber, this part of the deck being flat, to give a good working space for charts, etc.

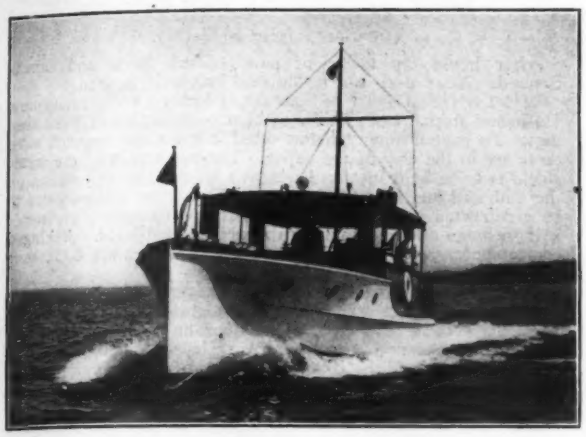
The edges of beams that show are to be neatly chamfered. Raised deck beams, standing top beams and after cabin beams.

DECKING—Raised deck to be of tongue and groove pine ⅞-inch thick, to be covered with No. 10 canvas laid in thick white paint. Edge of canvas to be turned down over side of hull and covered with a strip of 1½-inch half oval mahogany or oak. Decking to be blind nailed with galvanized iron nails. Deck in way of windshield same as raised deck.

Standing top deck, to be of pine, ⅜-inch thick, also to be covered with canvas. Galvanized nailed.

Cockpit deck to be of ⅞-inch pine, canvas covered. Or it can be made slightly heavier, say 1⅛ inches thick, and finished bright.

(*Continued on page* 130)



HERE SHE COMES

DACHEL-CARTER

Wish to Present

Their New 1929 Model

45-FOOT SEA GOING CRUISER

With New and Refined Lines

and

Many New and Exclusive Features

THE 1929 DACHEL-CARTER 45-foot Sea Going Cruiser is designed to meet the requirements for maximum comfort and accommodations for a party of six to eight, in a boat that is absolutely seaworthy and easily adapts itself to one-man operation. The design incorporates generous beam (11′4″) and draft (3½′), very graceful and easy running lines, generous flare upward, ample deck space with a spacious, comfortable bridge having accommodations for large day parties.

HERE SHE IS

Below decks one has the sense of being aboard a much larger boat, as the wide beam gives each compartment unusual accommodations, locker space, etc., not available in many designs of even greater length. The forward cabin, well lighted and ventilated, has deep spring cushions, berths for four people and a separate lavatory.

The owner's stateroom, aft, is provided with two large built-in spring berths, three wardrobe lockers, bureau and adjoining toilet room.

The galley, aft of the forward cabin, is complete with large refrigerator, lockers, sink, dish racks and three-burner stove.

Power is furnished by a six-cylinder 140 H.P. motor giving a speed 14-16 miles per hour. Twin-Screw installation is optional.

A Few Ready for Fall Delivery
For Use in Southern Waters

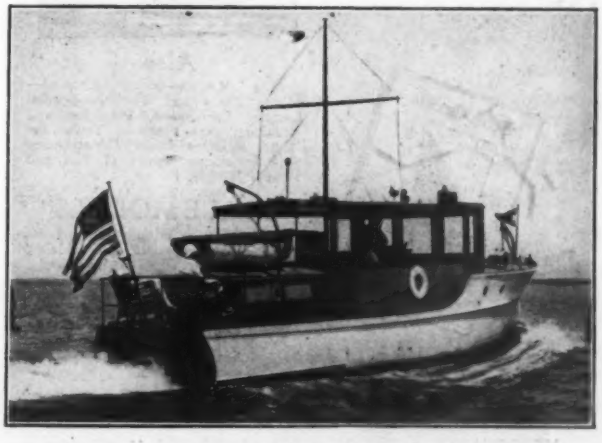
Write for Full Particulars

Larger Cruisers Custom Built to Your Individual Requirements from Our Designs or from Your Naval Architect's Plans.

Get Our Prices Before Placing Your Order

DACHEL-CARTER BOAT CO., Inc.

BENTON HARBOR, MICHIGAN



THERE SHE GOES

We Invite You to Visit Our Plant and Inspect These Cruisers in Various Stages of Construction

Janet, A Double Cabin Cruiser

(*Continued from page* 128)

After house top to be of pine, ¾-inch thick and canvas covered. After deck can be finished bright if desired.

WINDSHIELD—To be built up of either oak or mahogany, 1¼-inches thick. Lower sides to be a continuation of the coamings. To have a hinge window fitted in them, one on each side; these are in the way of the galley. The upper part of the windshield is to be built up, fixed windows on the sides, as shown on the outboard and inboard drawings. The front windows are to be constructed so that the lower half are fixed and the upper half to hinge out as would an automobile windshield. A hinged companionway cover is to be fitted in the windshield deck, over the companionway to the galley.

COAMINGS—To be of oak or mahogany, 1¼ inches thick. To form lower part of windshield and also to be carried aft to form sides of after house. One door on each side is to be cut into the coaming as shown. A rabbeted coaming cap is to be fitted on top of the coaming in way of the cockpit opening as shown. Part in way of door to be hinged. In the cockpit staving is to be carried down to the floor of the cockpit to entirely ceil it in. After side of house to match the coamings.

PLANKSHEERS—Mahogany or oak plankskeers are to be carried along the side decks from the break in the upper sheer to the transom. These are to be 1¼ inches thick by 9 inches wide. The after deck is to be a strip pine deck as shown, 1¼ inches thick. Plankskeer to be screw fastened to the deck beams.

ENGINE BEDS—To be of white oak, sided 2½ inches and to be molded to suit engine installed. The beds are to be carried from frame No. 17 to frame No. 27. Beds to be well bolted to engine floors.

FLOORING—Flooring in cabins to be of pine or spruce, ¾-inch thick. To rest on floors. Hatches to be cut in flooring to give access to bilge.

BULKHEADS—All interior bulkheads or partitions are to be of ⅞ V bead, white pine, tongue and groove staving.

Exterior bulkheads, such as bulkheads in cockpit, can be of mahogany or oak planks, if a nice finish is desired, or they, too, can be of tongue and groove staving. To be of the same thickness as the interior ones.

TRANSOM BERTHS—To be built up of ¾-inch pine, with framing of oak, ⅞ by 1 ½ inches. Lockers to be fitted under.

LAVATORIES—Forward lavatory to be fitted complete with one standard marine type of water closet and one marine type of corner wash basin. Basin to be fitted with pump connected to fresh water tank. Sea cocks to be fitted on all intake and discharge pipes.

After lavatory, to be fitted with one marine water closet installed under a seat between the berths in the after cabin. Top of seat to be hinged to give access to it. On the after bulkhead a marine type of folding wash basin is to be installed. Basin to be fitted with pump and piped to fresh water tank.

GALLEY—Ice box to be of the built-in type and to be fitted on the starboard side alongside the companionway steps as shown on the layout plan.

Dressers to be built of ¾-inch pine. Lockers under. Sink with pump, to be fitted in top of port dresser. Stove space to be fitted on athwartship dresser, to be zinc line around stove, both dresser and bulkhead. Stove can be of the alcohol, bottled gas or kerosene type.

Shelf to be fitted along the port side over the dresser. The dish locker is to be fitted over the athwartship dresser.

WATER TANK—To be built up, rectangular in shape, 19 inches long, 24 inches wide and 30 inches deep, to have a capacity of about 75 gallons. To be built up of galvanized iron. Fill pipe to be piped to fill plate located in cockpit seat. To be piped to both wash basins and also to galley sink. To be located as shown.

GASOLINE TANKS—Two in number, one each side of the engine compartment. To be cylindrical in shape, galvanized iron, 21 inches in diameter and 36 inches long. Of 59 gallons each. To be piped up to carbureter with seamless copper tubing. Shut-off valves to be fitted at carbureter and at each tank.

VENTILATORS—Two intake ventilators to be made and fitted on each side deck in the location as shown, vent ducts from these two ventilators to run through lockers so that opening for the air is at the bottom of the lockers. For the exhaust vents of the engine room, two long wooden boxes, of the size shown on the plans, are to be located at the after end of the windshield, running from the floor of the cockpit, in which an opening for them is to be cut, to the underside of the standing top roof. On the after face of these boxes a hole is to be cut the full width of the box, about 12 inches long, the top of the hole being about 5 inches below the roof. The arrow marks on the inboard profile indicate these. (*Continued on page* 132)

New York's latest boat sensation—

Mr. Walter P. Chrysler's

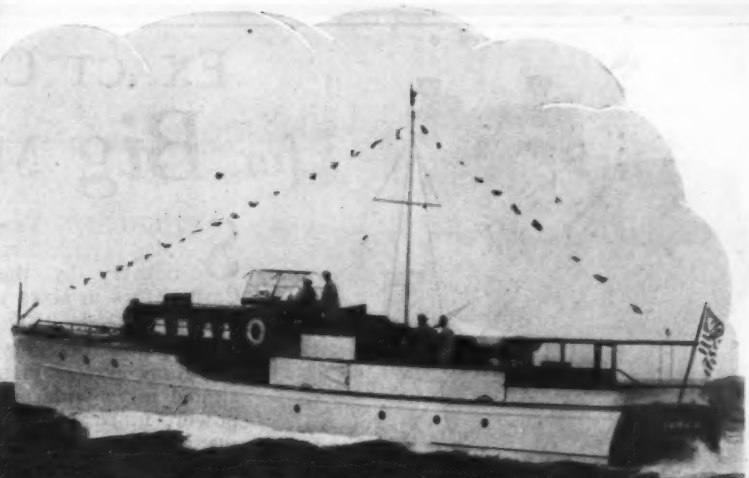
75-ft. Commuting Cruiser

Frolic III

designed by

John H. Wells, Inc.

Equipped with a pair of 8-cylinder, 500-h.p. Winton motors, producing a speed of 29 miles per hour.



MATHIS CRAFTSMANSHIP

is revealed in the master construction of these two notable boats, recently launched.

MATHIS YACHT BUILDING COMPANY

COOPER'S POINT CAMDEN, N. J.

Mr. Walter H. Lippincott's

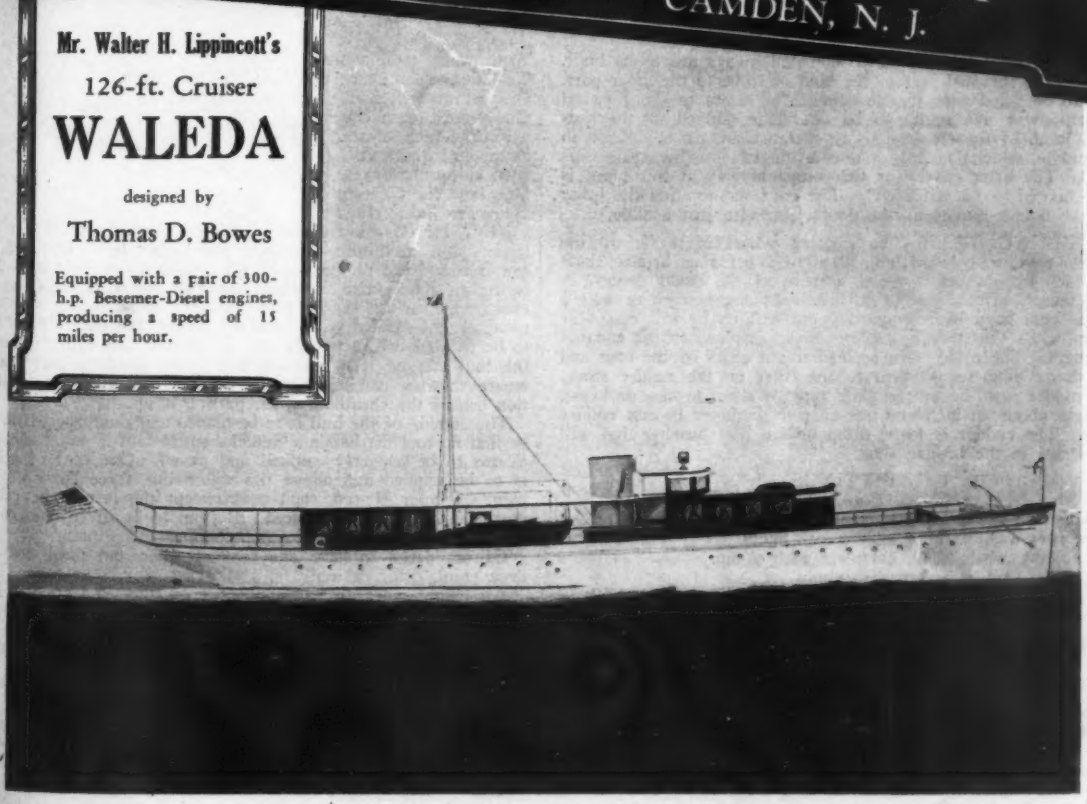
126-ft. Cruiser

WALEDA

designed by

Thomas D. Bowes

Equipped with a pair of 300-h.p. Bessemer-Diesel engines, producing a speed of 15 miles per hour.



Janet, A Double Cabin Cruiser

(*Continued from page* 130)

COMPANIONWAYS—Two companionways are to be built, one into the forward part of the boat and one to the after part. Both to be fitted with double doors;, the doors to the forward companionway are really to be one door, hinged at the outboard jamb of the companionway entrance and to be hinged in the middle, which is really a double hinged door swinging outboard. The after cover for the companionway at this point is to be hinged at the after end. The cover or top for the other is to be double-hinged as the doors. Or else just a slide.

STEERING GEAR—The steering wheel is to be of the wooden type, with brass hub, fitted to a brass or bronze shaft on which a sprocket is fitted, instead of the usual drum. A short length of chain is to be installed. long enough to take a swing from hard over to hard over; this chain will run over the sprocket, the steering cable is to be fastened to the ends of the chain. The cable is to be lead to the sides of the boat and over large diameter sheaves to the tiller on the rudder stock. The rudder is to be of the plate type of sheet bronze or brass, fitted to about an inch and one-quarter diameter bronze rudder stock. The rudder is to be fitted with a heel bearing that will be carried in the bronze shoe.

FITTINGS

Plumbing.

Two marine water closets, complete with pumps and seacocks.
One corner wash basin, complete with pump.
One folding wash basin, complete with pump.
One galley sink, complete with pump.

Engine Asseccories.

One engine of type described.
One length of shafting.
One inboard stuffing box.
One stern bearing.
One propeller wheel.
Gasoline line piping.
Batteries.

Deck Fittings.

One 16-inch diameter manhole, with cover and grating.
One 14-inch diameter manhole, with cover and grating.
Two bronze towing bitts.
Two flagpole sockets, one bow and one stern.
One set of rail chocks, for forward rail.
One set of stern chocks.
Four 8-inch cleats.
Scuppers in cockpit.
Two side light boxes.
One bow light fitting.
One stern light standard.

FINISHING—Entire hull should be cleaned of all dirt and shavings of all kinds. See that the limber holes in the floors are free and not plugged up. All outboard openings in hull to be tight. The entire inside of the hull where it shows to the eye, except in the engine room, lockers, cabin locker and lazarette, is to be ceiled with three-ply veneer, the back side of this to be painted before putting up. If desired, the entire inside of the hull can be left unsheathed and the planking and frames where showing can be painted. Be sure and allow for ventilation behind the sheathing when putting it up.

The outside of the hull is to be planed and sandpapered smooth so that no tool marks show and the entire hull is sweet and fair. Seams to be properly caulked and payed. One coat of primer is to be applied and above the water line three coats of lead paint of color chosen, each coat except the last to be rubbed down if a nice job is desired. Bottom to be given one coat of red lead and two coats of a non-fouling bottom paint.

Canvas decks to have one coat of filler and three coats of deck paint, color desired.

All bright work to have one coat of filler and stain, and at least three coats of a good spar varnish, each coat rubbed down.

Interior paint finish to be with one coat of primer and two coats of paint, as desired. Bright work, such as door frames, etc., to be varnished.

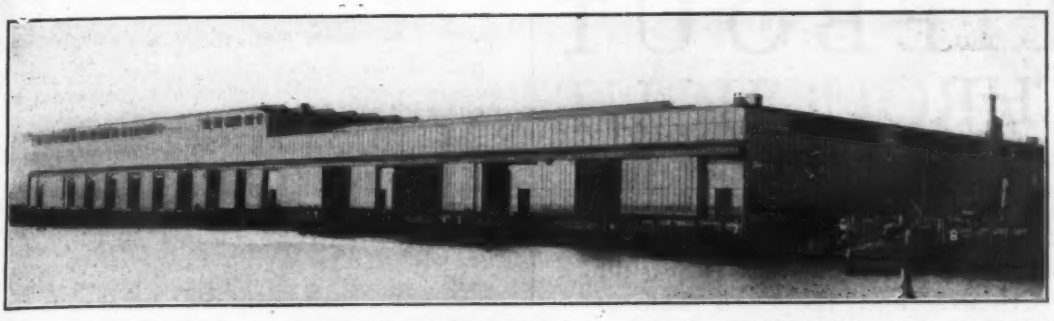
Stripe line on outside of hull is to be coved out and gold leafed.

Transom painted or varnished, as desired.

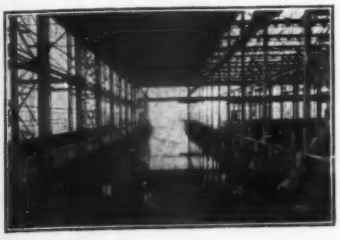
Name and hailing port lettered on transom with gold leaf letters.

Numbers put on bow.

The House of a Thousand Yachts



BOSTON—VICTORY YACHT YARD



YACHTS can be stored afloat under cover at no additional cost for special housing or may be hauled for dry storage. There is a fifty foot mast clearance allowing the majority of sailing yachts to enter without unshipping their masts. Several wet storage slips available for the large Diesel yachts, allowing for boats up to 350 ft. in length. Enough water at all times with a good tide insuring clean storage and *no ice* throughout the winter. Ideally situated in Boston Harbor.

You are invited to inspect our most modern facilities.
You will be pleasingly surprised at our low rates.

VICTORY YACHT YARD, INC.

60 State Street, Boston, Mass. — or — 82 Beaver Street, New York, N. Y.

For Tenders, Sea Skiffs, Runabouts, and Small Cruisers

The NIAGARA "SPECIAL"

4 Cyl. 12-15 H.P

Is Most Emphatically the Ideal Power Plant

It is a complete power unit; more power; compact; free from freak features; simple, sturdy, economical in first cost; inexpensive to operate, long lived; thoroughly standardized as to parts: Bosch magneto; Joes reverse gear; Atwater Kent; Zenith or Schebler carbuetor. And it is the lowest priced, complete 4-cylinder motor of its size in America. An engine that will give you 1½ to 2 m.p.h. more speed, with less cost, less weight and longer life.

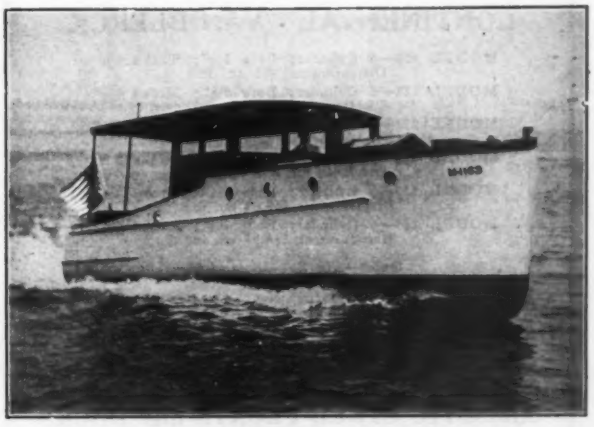
Put the Power of Niagara in Your Boat

Other models 5 H.P. to 120 H.P.

Write for details (state size of boat and H.P. interested in.)

NIAGARA MOTORS CORP.

Box 388, Dunkirk, N. Y., U. S. A.



MARCO "33"

The Ideal Cruiser

THE Marco "33" is the ideal small cruiser combining absolute seaworthiness, elegance of design and luxurious comfort at a low price. It has every convenience for a cruising party of four or five. The handsomely finished cabin has full headroom throughout and is neatly arranged with a complete galley, four pullman berths, built-in buffet and plenty of locker space. Kermath motors with speed ranges of 12 to 20 M. P. H. are standard equipment.

Write today for complete information

SPECIAL MODEL	STANDARD MODEL
Speed 20 M.P.H. $6,500	Speed 12 M.P.H. $4,800
Speed 15 M.P.H. $5,800	

MARINE CONSTRUCTION CO.

WILMINGTON DELAWARE

We have several exceptional bargains in used cruisers

Racing, the Popular Sport

(*Continued from page* 100)

in reality the inauguration of what may develop into a more successful undertaking next year, he was entirely pleased with the results.

The first scheduled racing was called for August 8, under the auspices of the Bayshore Yacht Club. All racing was under the direct supervision of Commodore George. The event was first to establish a basis of handicapping the cruisers for the remaining brushes in the class. The stock runabouts and outboard motorboats also tuned into fashion.

For some reason or other, the records of the little skimming dishes were not outstanding, despite ideal conditions. Three of the five entries in Class B broke down en route of a five-mile course and L. H. Orr, of the Bayshore Yacht Club, driving a Baby Whale, had the race all to himself. H. Fitchman, also of the Bayshore Yacht Club, was in the race, but came lingering across the finish line almost two minutes astern of the leader. In the Class C event for the outboard motorboats G. H. Knapp, of the Bayshore Yacht Club, who has been making a reputation for the season, found little competition against Douglaston Brewster, winner of the round-Staten-Island race, driving his own Baby Olds and from William M. Bowden's Patsy, of the Bellport Yacht Club.

After the starting gun it was simply a procession, with Knapp streaking over the rippled waters in record-breaking time of 10:57 for five miles. Under pressure new records might have been estabslihed.

Eight of the stock runabout class were divided into three divisions, with J. D. Carscallen 2nd's It and Scat, owned by Livingston Fountain, entering both the 150 and 200-horsepower divisions. Driven by D. C. Arnold, It went through a leisurely performance and won the race in both divisions. In Class 2, limited to hulls carrying 120 horsepower, R. J. Marran's Zev was the winner.

Daily performances for the three classes of boats were featured off each port, while the port-to-port runs for cruisers were made from Bayshore to Point O'Woods, then to Sayville and finally to Bellport.

The achievements of D. C. Arnold, driver of It, were outstanding in the events of the week. With double victories each day of racing he was finally forced to race against time alone. He swept through the week's series undefeated and captured the Pinkham Cup, donated by Capt. F. C. Pinkham, of the Bellport Yacht Club.

Two other motorboat trophies changed hands for the year with T. P. Cuthbert's Tiperary, of the Westhampton Yacht Squadron, winning the Carrillo Cup for Class A Cruisers and C. V. Snedeker capturing the Schreiber Cup, fidonated by Capt. R. A. Schreiber, of the South Shore Yacht Club, for Class C cruisers, with Chavalmar.

Vice Commodore W. C. Rhodes, of the South Shore Yacht Club, retained possession of another Carrillo Trophy in the Elco Cruisette Class with Betty M.

The future of the reviving of interest in the motorboat field of the East seems to lie on the waters of the Great South Bay and Commodore George is to be commended for his efforts.

Portland Yacht Club Regatta

By Paul W. Williams.

ON the 20th and 21st of July the Portland Yacht Club entertained at its motorboat regatta, which already promises to be an annual event, one of the largest aggregations of racing drivers seen in the East this year. The caliber of the entrants, the national prominence of the officials and many of those attending, the enthusiasm with which the city greeted the sport, and the energy of Phil James and his committee succeeded in establishing this regatta as a prominent institution at its very founding. The drivers, officials and friends were royally entertained and the prizes were costly and elaborate.

The fairly bad weather and slight chop prevented any records being broken, except in the B class amateur, when Phil James in Bunty, a Hooton Bob Sled with a Lockwood Motor, made 28.39 miles per hour.

Friday was not an ideal day for outboards, rain and a high chop coming just before midday, but the discouraging condition did not last long and when the sun set all the races scheduled for the day had been run off.

The officials were luxuriously and hospitably housed on board Dr. W. S. Cousins' yacht, Narmada. Near by were moored Lyndonia, with Mr. and Mrs. Cyrus H. K. Curtis on board, and the Coast Guard Cutter Ossipee, which rendered invaluable service in keeping the two and one-half-mile oval course

(*Continued on page* 138)

Advertising Index will be found on 3rd last page

BUNGO-BOAT

The IDEAL Home Afloat

Costs Less Than a Small Cruiser

Has the Accommodations of a Large Yacht

A cozy nook showing fully upholstered bunks with draw curtains.

HERE'S a beautiful yet inexpensive house boat for your family. A three-room substantially constructed home that costs less than a small cruiser and has the accommodations of a yacht. It can be moved by an outboard motor and may be moored in shallow water. Immediate deliveries made on orders placed now.

Write today for full particulars and prices

MARINE AIR WAYS, Inc.
ROSLYN. LONG ISLAND
NEW YORK

The dining room is as large as that found in the average city apartment.

COME TO

Norfolk Regatta-Carnival

NORFOLK, VIRGINIA

September 13-16, 1928

Twenty-nine Feature Events
Including Land and Water Sports

Six Exhibitions
BY WORLD CHAMPIONS
Pistol, Rifle and Shotgun Shooting and Fly Casting

Twenty-four Special Attractions
Aerial Demonstrations—Torchlight Motorcade—Mardi Gras and Other Features

Thirty-four Boat Races
Including Sail Boats, Shells, Hydroplanes, Runabouts and Outboard Events

Write for program of events and entry blanks.

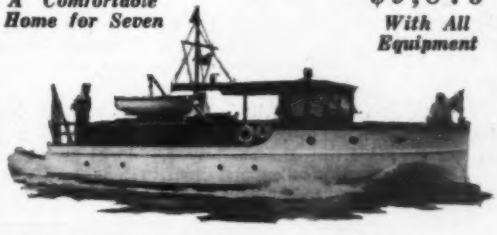
EXECUTIVE OFFICES:
BROKERS EXCHANGE BUILDING
TAZEWELL AND YARMOUTH STREETS
NORFOLK, VIRGINIA

Fleetwing

"Forty"

A Comfortable Home for Seven

$9,875 *With All Equipment*



There's Supreme Satisfaction in a Fleetwing "Forty"

Ask an Owner

Delivery for this famous cruiser can still be made for opening of Florida season.

Write today for full particulars

FRANK V. BORICK
Director of Sales
MARINE SALON
262 West 57th St. at Broadway, New York City
Greenport Basin & Construction Co., Builders
Phone: Columbus 1574

American Motor Boat Records

(*Continued from page 22*)

Mile Trials, Free for All

Cute Craft Herself, owned by A. T. Buffinton at Albany, N. Y., July 6, 1928. Built by Cute Craft Corp., Evinrude engine. Speed, 37.749.

2 Mile Free for All

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.876.

3 Mile Free for All

Baby Whale owned by W. Hockenjos, Jr., at Greenwood Lake, N. Y., July 5, 1928. Built by D. N. Kelley and Sons, ,vinrude engine. Speed, 32.53.

5 Mile Free for All

Firefly, owned by Charles Holt at San Diego, California, April 22, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 34.46.

6 Mile Free for All

Century Kid, owned by Jim Welch, at Oshkosh, Wisconsin, July 15, 1928. Built by Century Co., Johnson engine. Speed, 33.645.

10 Mile Free for All

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.668.

Class D
Mile Trials, Amateur

Baby Wanderjax, owned by Willard M. Ware at Miami Beach, Florida, March 19, 1928. Built by Boyd Martin Boat Company, Elto engine. Speed, 31.08.

2½ Mile Free for All

Miss Bell Air, owned by George P. Bailey at Charlevoix, Michigan, August 5, 1928. Built by Brady Boat Co., Elto engine. Speed, 35.019.

Class E
Mile Trials, Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 29, 1928. Built by D. N. Kelley & Son, Johnson engine. Speed, 35.022.

Zane Gray Chooses Red Wings

Red Wing Thorobred marine engines are popular with Zane Grey, noted sportsman and author. Seven of these engines have been installed in his personally owned fishing boats during the past two years. The first of these, a 30-foot craft, was launched from a Los Angeles yard in 1926 and had a pair of Model AA 18-24 h. p. Red Wings installed. The boat made 16 miles an hour with ease, and the splendid maneuvering qualities convinced Mr. Grey of the special adaptability of the twin screw installation for his particular sport of fighting large fish.

Last year another Zane Grey boat was powered with a Model B 32-40 h. p. Red Wing, and just recently two more boats have been completed for Mr. Grey at the Fellows & Stewart yards, Wilmington, Cal., each powered with a pair of the Model B 32-40 h. p. Thorobreds. These boats were taken immediately by Mr. Grey on his yacht bound for the South Sea Islands in quest of further record fish.

The above mentioned screw motors were sold to Mr. Grey by Emil Aarup, Los Angeles, and their installation supervised by Mr. Grey's marine superintendent, Capt. Sid Boerstter, who writes the Red Wing Motor Co. that all of Mr. Grey's fishing boats and tenders are now Red Wing powered, and that all of the engines have given splendid satisfaction.

Coming Events

August 30-Sept. 6—International Star Yacht Racing Association championship series. Newport Harbor Yacht Club
September 1, 2, 3—Detroit Yacht Club, Detroit, Mich.
September 1—Bellport, Great South Bay Yacht Racing Asso.
September 1—Huntington-Cornfield Auxiliary Race, Huntington Yacht Club.
September 8, 9—Maryland Yacht Club, Baltimore, Md.
September 8—Auxiliary Race, Gloucester, Gulf of Maine
September 9—Broad Channel Yacht Club
September 14, 15, 16—Norfolk Races, Norfolk, Virginia
September 16—Ocean Race, Cruisers, Sheepshead Bay Yacht Club
September 25-October 5—Lake of Como, Italy
October 5, 6—National Outboard Regatta, Wilmington, N. C. A.P.B.A. Rules
December 15, 16—National Championship Races, San Diego, California
March 22, 23, 1929—Miami Beach, Florida

Advertising Index will be found on 3rd last page

Racing, the Popular Sport

(*Continued form page* 134)

clear of the craft that were constantly nosing in and out of the harbor.

Perhaps it was the novelty of the sport which brought the thousands of spectators to Fort Allen Park and the Eastern Promenade in the face of a driving rain, but we like to think that it was a more definite and permanent interest in motor boat racing, a real appreciation engendered by the increased and ever-increasing vogue of motor boats in general and outboards in particular.

This regatta comprised 15 events, including races for outboards A, B and C, amateur and free-for-all classes, a grand free-for-all for outboards, displacement boats in 120 and 200-horsepower classes, a grand free-for-all (unlimited hydroplanes and displacement boats), cabin cruiser race, a free-for-all, fisherman's class, and a cutter race.

In most of these classes there were three heats, the first two being run off on Friday, and the scoring was in points. In Outboard Class A Amateurs, Arthur Sutherland was the winner, driving a Cute Craft with a Lockwood. Mr. Sutherland also won the Class A Free-for-All, with J. Culbertson in a Fairchild, and an Evinrude, second, and J. E. Wilkinson in a Two-Step powered by a Lockwood in third place.

Roger Horton won the Class B amateur in a Herbst with a Lockwood motor, with J. E. Wilkinson, driving his Cute Craft, taking first honors in the free-for-all class.

In the C Class Amateur H. Ross Maddocks captured first place with a Baby Whale and an Evinrude. Robert Warner was the outstanding performer in the C Class free-for-all, as well as in the Grand Free-for-All for Outboards, which was run off on Saturday and in which he passed Halsey Gulick, who was embarrassed by seaweeds in the last lap, and nosed out Ross Maddocks by one and a half seconds. Mr. Warner drove a Spencer Special with an Evinrude motor.

Frank Wigglesworth in the Dart won first place in the race for stock runabouts 22-26 feet, 120 h. hp., with Thomas Parker in his Hacker second and Eugene C. Rich in a Down Easter third. The 200 h. p. 26-28 feet stock runabouts class was won by Louis D. Pierce in his Hacker, Betty.

Phil James, locally known as the admiral of the Cornpoper Navy, won the Pine Tree State championship with a Herbst and an Evinrude motor.

East and West Race

(*Continued from page* 52)

151 *Class, Unlimited*

1. Miss California, Dick Loynes, Long Beach.
2. Buckeye Baby, Gibson Bradfield, Barnesville, Ohio, and Miss Rioco, James Talbert, Jr., Los Angeles.

510 *Class Hydroplane*

1. Miss Houston IV, Frank H. Robertson, Houston, Texas.
2. Ferncreek, E. H. Stout, Ferncreek, Kentucky.
3. Miss Kemah, Henry Falk, Houston, Texas

725 *Class Hydroplane*

1. Dixie Baby, L. A. Layne, Houston, Texas.
2. Miss Kemah, Henry Falk, Houston, Texas.
3. Miss Houston IV, Frank H. Robertson, Houston, Texas.

100 *H. P. Runabouts*

1. Dodger, Richard Fellows, Wilmington, Calif.

150 *H. P. Runabouts*

1. Karen K II, W. H. Kittle, Los Angeles, Calif.

Free-For-All Runabouts

1. Aljo, Albert Jones, Los Angeles, Calif.
2. Karen K II, W. H. Kittle, Los Angeles.
3. Highjacker, Paul Whittier, Los Angeles.

100 *H. P. Cruisers*

1. Vamoos, Joe Beek, Balboa, Calif.
2. Marcella, John Wynn, Los Angeles.
3. Polly, Leonard Strater, Los Angeles.

200 *H. P. Cruisers*

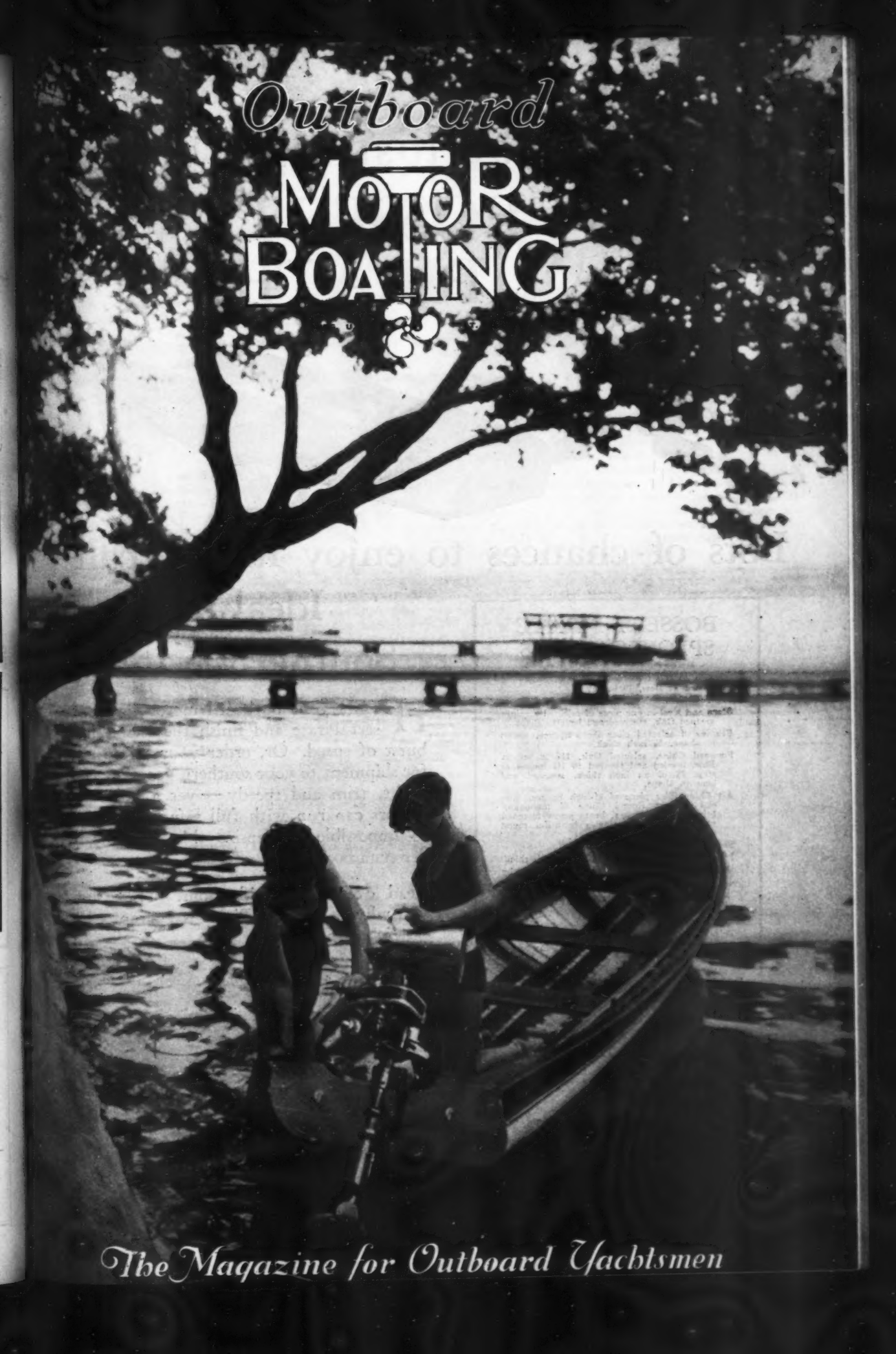
1. Lady Bug, Norman A. Pabst, Los Angeles.
2. Lucky Strike, Alvin Frank, Los Angeles.
3. Marcella, John Wynn, Los Angeles.

Free-For-All Express Cruisers

1. Fellowship, Joe Fellows, Wilmington, Calif.
2. Lady Bug, Norman A. Pabst, Los Angeles.
3. Marcella, John Wynn, Los Angeles.

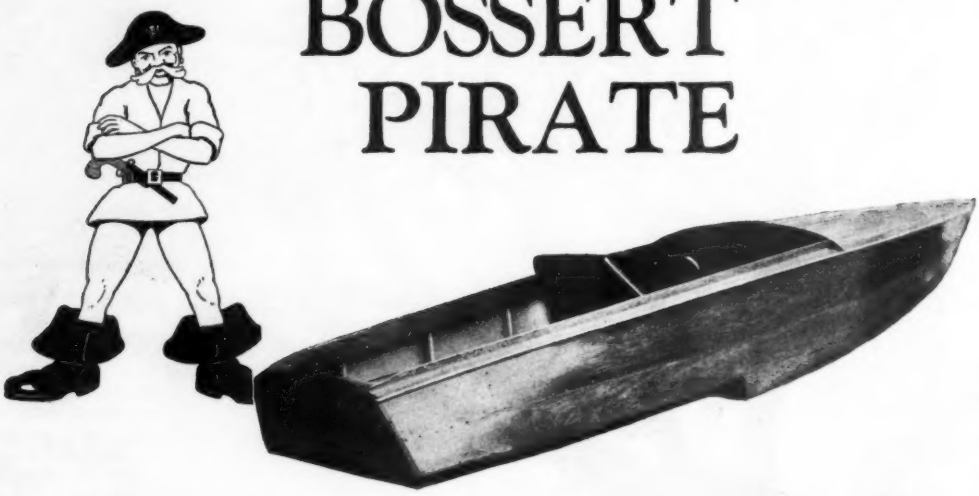
Advertising Index will be found on 3rd last page

Advertising Index will be found on 3rd last page


Outboard
MOTOR
BOATING
The Magazine for Outboard Yachtsmen

Make up for lost time with a

BOSSERT PIRATE



Lots of chances to enjoy it this Fall—

Ideal for Southern waters

HITCH your outboard motor to a Bossert Pirate and finish the season in a burst of speed. Or, order your Pirate now for shipment to your southern vacation spot. Light, trim and speedy — yet a boat that juniors can run with full safety. It's next to impossible to capsize this scientifically designed boat.

Read over the specifications. They show you why the Bossert Pirate is guaranteed to satisfy — and does!

BOSSERT PIRATE SPECIFICATIONS

Length, 14 feet. **Beam,** 51 inches.
Freeboard at Bow, 19 inches.
Freeboard Amidships, 18 inches.
Stern and Keel in one piece of selected straight grained Oak, steamed and bent to shape.
Frames of selected clear Aero Spruce, sawed to shape, ⅝ inch thick.
Forward Chine, selected Oak, 1¼ inches at Bow, leveled and tapered to 1¼ inches at step, ⅞ of an inch thick, steamed and bent to shape.
Aft Chine filler piece of ¾-inch Spruce, Special Bossert Round Chine of mahogany 1 inch by 2¼ inches, brass screw fastened to filler piece, creating a beautiful round chine from step to transom.
Seam Battens made of Oak.
Planking of Mahogany, 5/16 of an inch thick.
Decking of Mahogany strips, 5/16 inch by 2¾ inches wide. Strong enough to stand on.
Flooring of selected Spruce strips, ½ inch thick by 3 inches wide.
Coamings of ¾-inch Mahogany.
Transom, 13/16-inch thick Philippine Mahogany.
Seats and Comfort Backs, Mahogany with strips for seat give and spring.
Fastened with approximately 2,800 brass screws.
Finished natural with four coats of the highest grade **Varnish.**
Priced at

$289 f.o.b Brooklyn

Special Bossert Round Chine Construction. Marine glued and brass screwed, thus stiffening the boat laterally, adding strength for rough usage in hauling out of the water and making for an absolutely watertight hull. This feature is what makes the boat almost uncapsizable.

Attractive Proposition to Dealers: **Write today for full details of our special offer to dealers. We want one in every section. The Bossert Pirate means big value for the buyer and a good profit for the dealer.**

LOUIS BOSSERT & SONS, Inc., (Boat Dept.) 1301 Grand St., Brooklyn, N.Y.

Advertising Index will be found on 3rd last page

American Outboard Records Continue to Grow

Many New Marks Established in Constantly Growing List of Records Made in Regattas Under the New Outboard Rules of the American Power Boat Association

A FEW months ago, after the new outboard racing rules had been in effect only a very short time, nineteen new records had been established in various sections of the United States where these rules were in operation and being followed. Since that time as many more have been created and the interest in outboard motor racing seems to be taking on a greater enthusiasm than ever before. The new rules which are being followed are those which were adopted last winter after extensive conferences between representatives of the manufacturers, the American Power Boat Association and representatives of numerous outboard associations elsewhere.

The requirements of the rules make it mandatory that a careful check be kept on the distance, time and the officials at any record-breaking attempt so that when a record has been made it is very certain that a stock engine has been used and that the course has been accurately laid out, and also that the time has been correctly observed. Properly authorized officials have served as race officials and a full and complete report of the race and all circumstances connected with it have been filed with the Judge of Outboard Motor Records as specified in the rules. Since the announcement of the first records to be established many of the old records have been wiped out, new ones substituted, and they in turn again wiped out by a subsequent improvement in the speed of these little craft.

The record in class A, which was originally made by A. Sutherland at Springfield in the amateur class for two miles was wiped out by another boat which he himself drove and which raised the record from 22.15 to 24.00 m. p. h. The record for amateur class B over a distance of three miles has been established at 29.59 m. p. h. by Dr. Rogers, driving his little Lockwood powered Hooton boat, Powder River, on Lake Winnebago, Wisconsin.

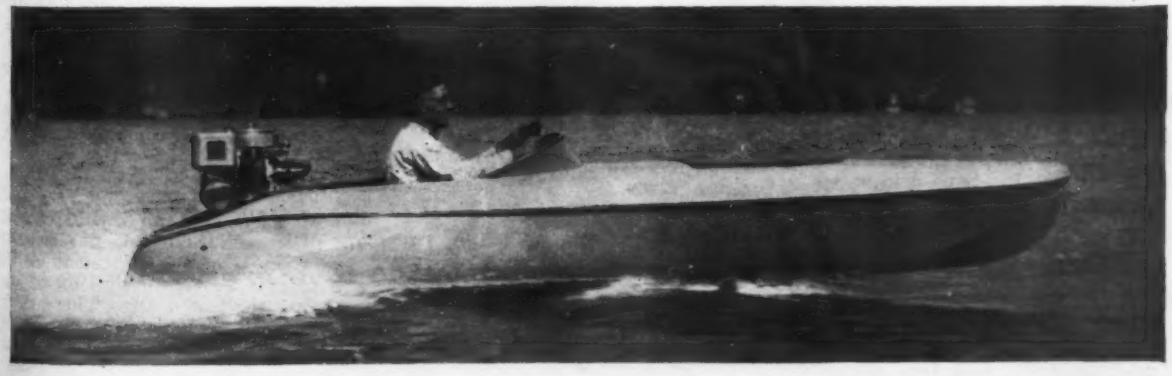
At Greenwood Lake, New York, on August 5th, further new records were set by a little boat called Wee Minneford owned, built and driven by E. Hauptner, of City Island, with a Lockwood engine, who succeeded in creating a record over a three-mile course in the free-for-all class of 28.42 m. p. h. The two-mile amateur record in class B was established at Springfield with a little boat, Brrrrrr, which negotiated this two-mile course at the rate of 30.638 m. p. h. This little boat was owned and driven by Arthur Sutherland, who is also the holder of the two-mile class A record.

Several records over a six-mile course were made at Lake Winnebago, Wisconsin, by Dr. Rogers in his Hooton boat, Powder River, which he drove at the rate of 29,268 m. p. h. in the class B amateur division and also in class C for six miles, in which he established a speed of 33.23 m. p. h. Over a three-mile course with the same boat and class C Johnson engine he did 32.73 m. p. h. At this same regatta at Lake Winnebago, Jim Welch, driving the little boat Century Kid, with a Johnson engine, succeeded in covering the three-mile course in the free-for-all class at the rate of 31.67 m. p. h. and the six-mile free-for-all course at the rate of 33.645 m. p. h.

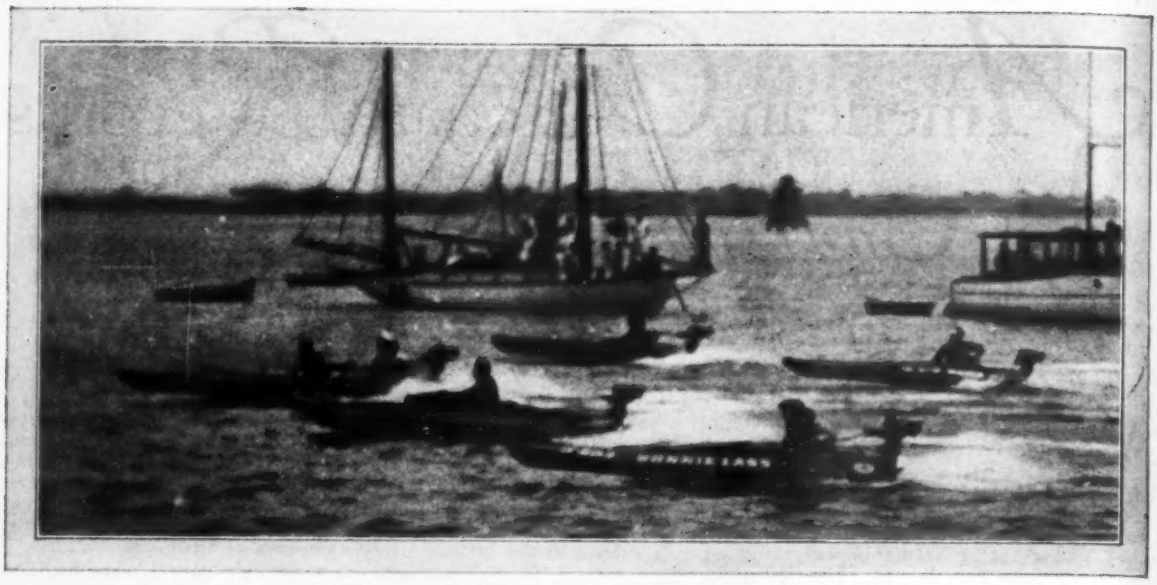
The mile trial records in class B amateur were established for the first time at Albany. The first of these was made by Merion Hasbrouck, driving Cute Craft Skeeter over a mean of six miles at 28.639 m. p. h. The next day Alice Hallewell with her boat Min succeeded in raising this to 29.709 m. p. h.

The record established by J. E. Wilkinson in class B free-for-all was replaced by a new two-mile record when R. M. Spencer drove his Spencer Special over the two miles at 30.901 m. p. h. The mile trial record, which had stood for a few weeks at 34.287 in the class C free-for-all, was boosted heavily by Al Buffinton at Albany when he raised it to 37.749 m. p. h. Before he established this he had made a prior trial which, while it raised the old record, was not as good as the one mentioned.

Out in California the Flying Scotsman, driven by David Mackay, succeeded in setting up a better ten-mile amateur record on Lake Elsinore. His Evinrude engine drove his boat over the ten-mile course at 34.615 m. p. h. At this same race (*Continued on page* 156)



The new Penn Yan Deltastepper which has attained speeds of better than forty miles with the newest Johnson Giant and Cross Radial engines. No doubt this boat will soon establish further new records



Start of Class C, with the winner, Bonnie Lass, in the foreground

San Diego *Has* Race Meet

Excellent Conditions and a Good Field of Entries Make for a Successful Regatta

SAN DIEGO, California, for several years has been the scene of important motor boat regattas. In December of each year a national regatta of major importance is held at this Southwestern city which attracts fast boats from all sections of this country. Besides their winter regattas at San Diego, the San Diego Yacht Club and the San Diego Power Boat Association feature a number of outboard events which attract entries from nearly the entire Pacific Coast.

There are few cities in the entire country which are so ideally situated for motor boat racing events as San Diego. An ideal harbor and an all-the-year-round climate which permits motor boating every day of the year are but two of the points which put San Diego in the lead as a yachting center.

Commander Mack Angas, one of the foremost authorities in this country on outboard racing, is in general charge of the racing in San Diego. Under his leadership, motor boat racing has prospered and the care which Commander Angas exercises in all of the race details has led to many records which have been established, being accepted as official without question. At San Diego also they have one of the few permanent race courses that exists anywhere. A 2½-mile course has been carefully surveyed and laid out in a protected part of the harbor. Instead of the usual form of buoys to mark the course, permanent piles have been driven, not only assuring the accuracy of the length of the course, but making it of use at all times for any boats that might care to test out their craft between races.

On July 22, 1928, under the auspices of the San Diego Yacht Club and the San Diego Power Boat Association, a series of open races were held. Classes were arranged for classes B, C and D, as well as a 25-mile race which was called a free-for-all.

John Graham, owner and driver of Bonnie Lass, winner of Class C

The Los Angeles racing boys who had made such a record in outboard racing recently at Wilmington, Long Beach and Lake Elsinore, journeyed to San Diego to test their speed with the local men. O. K. Hunsaker, with his Oh Kay II; John Graham with Bonnie Lass, Charles Holt with his American record holder, Fire Fly, and Al Thompson with Black Maria II, all made the trip to San Diego via trailers with hulls and motors all tuned up to the last notch. There they found such racing boats awaiting them as Bottoms Up, owned by P. T. Benbough; Hezy Tate, owned by L. Turnbull; Mimi, owned by

R. Lacroe, and several other famous craft which had been winning outboard races for some time. Thus the indications were that it was to be a battle royal, as the boats from each of the two cities had claimed that they were the faster. The long-sought chance to decide the supremacy was at hand.

The weather on regatta day was almost ideal, just a trifle rough on one leg of the course for comfort, but the kind of water that would make the boats show their best form and seagoing qualities in order to win.

Class B was first called, but only three starters showed up for this class. The B boats have not as yet become very popular for racing on the Pacific. This seems rather strange, for in other sections of the country some of the keenest racing competition that we have had has been in Class B Spirit of Bronchitis, a Johnson powered boat, driven by Raymond Turnbull, had little difficulty in taking both 2½-mile heats in Class B.

When Class C was called all was excitement. Not only was it Los Angeles vs. San Diego, but keen rivalry existed between Bonnie Lass, Oh Kay II, Fire Fly and Black Maria II. Since Charles Holt in his Fire Fly set up a one-mile record of better than 38 miles an hour, the other boats had been out to beat him.

At the very start of the first heat of Class C the four boats from the North went into the lead, clearly outrunning the local craft. The race resolved itself into two divisions. Bonnie Lass took the lead with Fire Fly right astern of him, but with not quite sufficient speed to pass him in the rough water. O. K. Hunsaker's Oh Kay II was hardly a length astern and at the first turn it was anybody's race, but Bonnie Lass was holding on to the lead. At the end of the first 2½-mile lap Bonnie Lass was 5 seconds ahead of Fire Fly and Oh Kay II 6 seconds astern of her. Bottoms Up was in fourth position, Black Maria fifth and six others still running.

On the second lap Oh Kay II closed up on the leaders, making the 2½-mile lap in 4:09.9, the fastest of any boat. Bonnie Lass was able to hold the lead, however, finishing the five miles 6 seconds ahead of Fire Fly and 10 seconds ahead of Oh Kay II.

The second heat was almost a repetition of the first, except that Fire Fly did not finish. Bonnie Lass was practically unbeatable; Oh Kay II finished a good second, leading the third boat, Bottoms Up, by 36 seconds.

When Class D was called neither Bonnie Lass or Fire Fly were among the starters. Al Thompson, driving Black Maria, had not been able to perform 100 per cent. in the Class C race, but in the first heat of Class D he outran all contestants, finishing 9 seconds ahead of Oh Kay II. This latter boat led at times, but due to rough water on the outer leg of the course was unable to hold the lead for a sufficient length of time to win. But in the second heat of Class D Floyd Pierce, who was driving Oh Kay II, gave his craft every bit of power and speed that the Evinrude had in her and led the field from start to finish, finishing the five-mile heat in 8 minutes, 52 seconds, which is at the rate of 33.82 miles per hour.

In the 25-mile race Pal, driven by T. B. Shutt, driving an Evinrude motor, was the winner.

Summary on page 162.

Fair spectators at the San Diego Regatta

Floyd Pierce, who drove Oh Kay II, owned by O. K. Hunsaker of Los Angeles, winner of Class D

Navy men acted as timers and are seen sighting the boats at the finish

Start of the race at Welsh Harp, England, in which twenty-one boats competed, presenting a thrilling spectacle

Outboard Racing in England

Interesting Races for Outboard Engined Boats for the Duchess of York Trophy Bring Out a Large Field of Contestants

ENGLAND has gone in for outboard races. A series of events were recently conducted at Welsh Harp, England, for valuable trophies presented by the Duchess of York and the English publication, Motor Boat. The Duchess of York Trophy was for engines in class C while the other was restricted to the smaller class B engines. Evinrude motors were successful in the larger events while the class B event was taken by an English machine Watermota which qualifies in this class.

This was the first really good week-end which the English boating enthusiasts have enjoyed for a considerable time and the fine weather brought many spectators to the meet. So unusual was the good weather that such details as shelters from the sun for the spectators had not been considered and as a result many cases of sunburn were reported.

The first event of the day's racing was the class B event in which twenty-one boats crossed the starting line. It seems that the water level was unusually low which caused some annoyance by reason of the boats' propellers striking snags on the bottom. Shear pins were broken and in addition the low water restricted the starting area and made it a little more difficult to get the large number of boats aross the line. The course was triangular of one and one-half nautical miles making twelve nautical for eight laps of the course. An evidence of the enthusiasm with which this form of racing is being received in England is the fact that a loud speaking amplifying system had been installed to keep the spectators informed as to the progress of the race after the boats had passed from view. At the finish of the first lap British Maid III was in the lead and closely followed by Faire Maide, an American Penn Yan hull, closely followed by It, a similar hull with a Lockwood engine. These three boats held their lead for a lap or two and by the fourth round of the course the leaders were beginning to lap the slower boats. During the sixth round British Maid II was having trouble and the pilot was observed to be throwing water over the engine to cool it. Not being successful in this he gave up the attempt and stepping overboard quickly drew his boat out of the course. At the conclusion of the eighth lap British Maid III was first, Bullet second, and Faire Maide, third. All of these boats were powered with Watermota engines while the fourth boat to finish was powered wth a Lockwood engine. Speed of 27.7 m.p.h. was made for the full course.

The principal event of the day was the race for the Duchess

(*Continued on page* 156)

Photographs © Photo Press, London.

The Duchess of York between Lord and Lady Mountbatten watching the race for the trophy which she presented

American Speed Champion—Evinrude powered Fire Fly. Speed, 38.436 M. P. H. for Six One Mile Heats, Balboa, Calif., June 4.

1928'S RECORD MAKING MOTORS

"Evinrude Wins!" . . . . "Evinrude Breaks All Previous Records" . . . messages like these have been flashed back to Evinrude headquarters after every major racing event this year. A few of the Evinrude-powered champions are shown on this page.

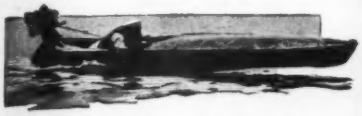
Three times, *stock model* Evinrudes set new *official* American time trial records, raising the mark to the phenomenal speed of 38.436 M. P. H. Three new speed-endurance events—the 93 mile Milwaukee to Chicago Race, 133 mile Albany to New York Race, 263 mile Boston to New York Open Sea Marathon, were decisive Evinrude victories against fields that included motors of unlimited horsepower rating and any number of cylinders.

Never before have outboard motors been put to so many terrific tests. And, never before has one motor so conclusively demonstrated its superiority in speed, easy starting and reliability.

Friction-reducing ball and roller bearings on connecting rods, crankshaft, drive and propeller shafts of Evinrude Speeditwin and Fastwin and ball and roller bearings on drive and propeller shafts of Fleetwin are original, important and *exclusive* Evinrude features that insure record-breaking speed and record-breaking long life.

Write for the Evinrude Year Book describing all models in detail. Easy payments.

Winner Class C and 10 mile Grand Prize-for-All Worcester, Mass., May 30. Evinrudes also took second and third. In Class C Novice, first, second, third and fourth.



Flying Scotsman, Evinrude powered—Set Class C amateur record for 10 miles, Lake Elsinore, Calif., July 4, of 34.615 M. P. H., also 5 miles at 36 M. P. H.

"Black Maria II". Winner Class C 3 mile event, Long Beach, Calif., May 20. Speed, 32.727 M. P. H.

"Corker 1". Winner Boston-New York Open Sea Marathon. Evinrudes also placed second, third and fourth.

Speeditwin
Fastwin
Fleetwin
Sportwin
2½ to 16 H. P.
3 to 40 M. P. H.

Fairchild Aero with Evinrude Speeditwin — Winner Amateur Time Trials, Worcester, Mass., May 29. Speed 33.806.

Miss Elsinore, Winner Class C 5 mile event, Lake Elsinore, Calif., May 6. Speed 33.028.

Baby Olds, Winner Albany to New York event. 133 non-stop miles in 4 hrs. 27½ min. Evinrudes took 1st, 2nd, 3rd, 4th, 5th.

Sea Hawk, Winner Milwaukee to Chicago Marathon, June 2. Time 4 hrs., 2 min., 22 sec. Other Evinrudes came second, fourth, sixth.

EVINRUDE

EVINRUDE MOTOR COMPANY
110—27th STREET, MILWAUKEE, WIS.

Evinrude Factory Branches: Sales and Service

512 Second Ave., S., Minneapolis, Minn. 280 Atlantic Avenue - - Boston, Mass. 79 Columbia Street - Seattle, Wash.
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Photographs by E. Tanaro

One of the Class C events at Greenwood Lake with 35 starters

Records *Still* Tumbling

Outboard Regatta of the Greenwood Lake Boat and Country Club Succeeds in Setting Up New Records Over a Three-Mile Course in Classes B and C

SEVERAL months ago John D. Masterton, Secretary of the Racing Committee of the Greenwood Lake Boat and Country Club, proposed to several of his associates on the committee and in the club the thought of holding an outboard motor regatta on Greenwood Lake. Such a contest had never been seen in that part of the world before and the idea took hold like wild fire. The entire executive committee of the club, as well as the entire membership, immediately began to work on a suitable program and Commodore John Grossgebauer got in touch with officials of the New York Outboard Motor Boat Association to enlist their cooperation. It was not long before a number of very active committees were hard at work and it was realized that funds had to be raised, building extensions completed, prizes secured, a course laid out and many other details had to be taken care of. All of this work culminated in a wonderful regatta on August 5th. For a new club in the racing game this little regatta proved to be one of the most successful of any which had been conducted within the vicinity of New York for a long time.

Many entries in the several events scheduled were on hand the day before the races and had ample opportunity to become familiar with the course and conditions on the lake. The fact that W. E. Willis, Secretary of the New York Outboard Motor Boat Association, took an active interest in the events also helped to make it a success. Classes had been provided for both the B and C sizes of engines in two groups, one of these was the amateur while the other was the free-for-all. The race course laid out was rectangular with semi-circular turns and accurately surveyed for a length of three statute miles. The contests were conducted under the sanction of the American Power Boat Association and some officials of this were present in order to help the Greenwood Lake Boat and Country Club start off its membership in the Association in the proper way.

Wee Minneford, winner of both Class B events with a Lockwood, and below William Hockenjos, Jr., with his fast Evinrude powered Baby Whale

Promptly at one fifty-five a warning gun was fired while at the same time a dark cloud was forming over the hills. Seventeen boats began to manoeuver about prior to the amateur class B event and promptly at two o'clock the starting gun was fired. It seemed as though this starting gun was also a signal to the clouds, for they opened up and a deluge of rain sprinkled the spectators and contestants. Fortunately, it lasted only a short time and while it threatened later at various times, the lake escaped the severe storms which caused considerable damage in other nearby sections. The race went on in the rain and the little boat Wee Minneford, driven by E. Hauptner, of City Island, was seen to have a lead after rounding the first turn. It proved to be surprisingly fast and was able to maintain its leading position to the finish. The second boat was a little Cute Craft driven by Carl Schwenker of Red Bank. Both of these were powered with Lockwood engines and the speed of the winner was found to be 28.73

(*Continued on page* 164)

SEAWORTHINESS has always been an important factor in boats. And among outboards, it has become more important this year than ever before. This is because the bigger new motors that give tremendous horsepower must have *real boats* to hold them.

No one could ask better proof of Mullins seaworthiness and Mullins speed than the record established in the famous "Outboard Marathon" from Milwaukee to Chicago.

Out of half a hundred starters, six finished. "Lady Sparton", a 16 foot Mullins Seahawk, driven by 15 year old Mary Richardson, won by 28 minutes! Rough going was an actual *advantage* for Mullins! Life boat construction, built-in air chambers, and the now famous "corrugant bottom" are outstanding features of superiority.

By all means have us send you full details in our 1928 "Book of Boats".

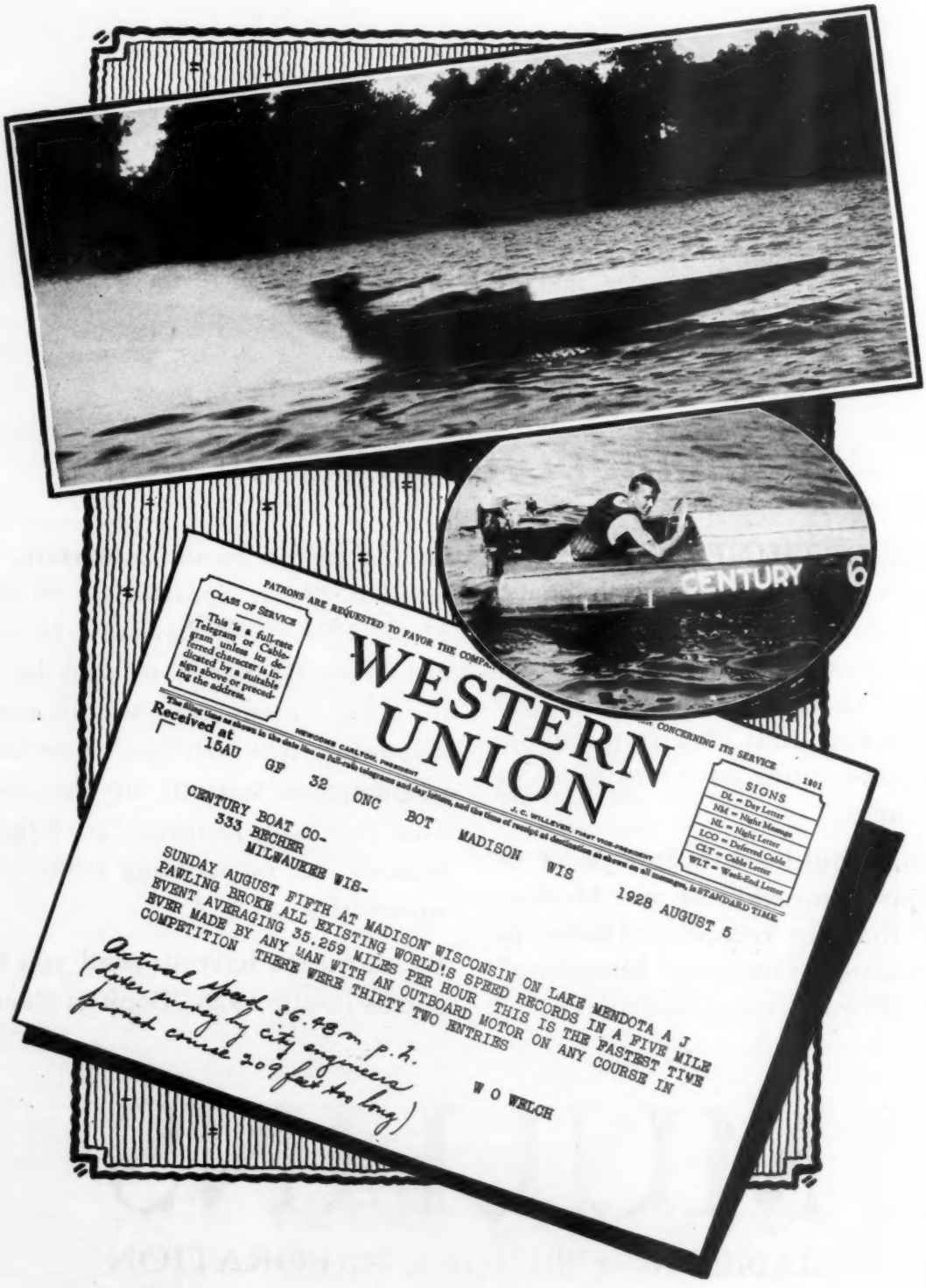
MULLINS

MANUFACTURING CORPORATION

277 DEPOT STREET SALEM, OHIO

CENTURY WINS

The Fastest Outboard



Advertising Index will be found on 3rd last page

AGAIN and AGAIN!

Hydroplane ever built

MADISON, WIS.
August 5th

The astounding speed qualities of the Century Cyclone were so pronounced that it won with ease over a field of thirty-two fast contestants. At no time during the race, was there any doubt as to who the winner would be. After Malcolm Pope's easy victory in the first heat of the Class C race on Saturday under very adverse weather conditions, the spectators were hardly surprised when Lon Pawling shattered the Worlds record in the second heat on the second day run under ideal weather conditions, and in the third heat bettered his own Worlds record established less than an hour before.

NEWPORT, R. I.
August 17th

After holding our copy for the ad in MoToR BoatinG until the last minute, we received a telegram from Lon Pawling telling us that Malcolm Pope driving his Century Cyclone "Florida 6010" won five out of six heats on August 17th, thereby winning first in Class C Amateur's event, defeating a field of two hundred entrants. Also class D event with C motor. Water conditions were very rough. Pawling's motor did not arrive, but he will undoubtedly race in Free-for-All on Saturday, See editorial for particulars.

PAWLING DRIVING EVINRUDE

POPE DRIVING JOHNSON

PRICE OF CENTURY CYCLONE, $195.00

The Century Kid stands alone today in the field of high class outboard hydroplanes, this particular boat being superbly adapted for two or three passengers. While this is not primarily a racing machine as is the Cyclone, yet the speed qualities of this hull were demonstrated successfully at Oshkosh on July 15th, when Malcolm Pope established a six mile Worlds record with one of these stock hulls.

NEW PRICES OF THE CENTURY KID

Century Kid with Linen Deck, fully equipped $237.00
Century Kid with Mahogany Aeroplane Plywood Deck and drip-pan, fully equipped $257.00

The Century Traveler is generously roomy, luxuriously comfortable and above all, it is seaworthy beyond belief. In performance, beauty of line and finish it compares favorably with the finest high powered runabouts selling at many times its cost. Nothing has been spared to make it safe, seaworthy and fast. It is capable of speed up to twenty-six miles per hour depending upon the power.

New Price of the Century Traveler, $425.00

Century Boat Co.

336 Beecher St. Milwaukee, Wis.

The leaders coming through the Harrisburg Cut shortly after the start

John Winter, Chairman and organizer of the race, who was largely responsible for its success

Marathon Race *On the Gulf*

Twenty-one Fast Outboard Boats Take Part in a Strenuous Race from Houston to Galveston Over a Difficult Course

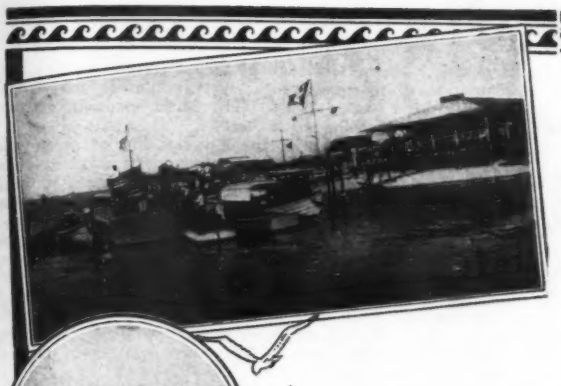
ANOTHER long distance race for outboard motored boats was the so-called Marathon which was run between Houston and Galveston in Texas on July 15th. This race was sponsored by the Houston Yacht Club, the Gulf Outboard Motor Association and the Galveston Outboard Motor Association. Twenty-one boats started in this long run early on the morning of the appointed day, and due to the strenuous nature of the contest, only twelve were successful in finishing the race. A little Herbst Special boat driven by R. S. Putnam and powered with one of the new Elto high speed quads, proved to be the winner and covered the eighty-eight mile course in an elapsed time of three hours, fifty-one and one-half minutes. His average speed for the race was 22.85 m. p. h. The winner maintained a steady pace from the time he left the Harrisburg cut until the moment he crossed the finish line at the Houston Yacht Club. For his effort and success he was awarded the beautiful Sinclair Refining Company cup.

This race was the first of its kind ever held in the local waters and many of the drivers did not have previous experience in the requirements for refuelling their engines while under way in a long race. The pounding to which these little boats are subjected calls for very substantial and secure fastenings for the auxiliary tanks. Many of the drivers who reported delays and trouble can trace the possible loss of the race directly to difficulties with the auxiliary tank equipment and the gasoline tubing used to transfer the fuel. These items require careful study and attention in long distance races. Other boats ran into troubles of another kind through faulty navigation and running aground.

The weather conditions from Harrisburg to Morgan's Point were ideal as the waters in the ship channel were calm and undisturbed. Below this point, however, a heavy wind created a choppy sea which made the driving much more hazardous and difficult. The little boat, Spirit of Galveston, was far in the lead at Morgan's Point although the winner, Texas Sporting Goods, succeeding in passing somewhere near Shore Acres and was able to maintain the leading position to the finish. In addition to the trophy mentioned before Mr. Putnam was awarded a fine Elgin watch which had been offered by Commodore Harry Falk for the first boat to finish.

The race was open to boats (*Continued on page* 168)

Texas Sporting Goods, an Elto high-speed Quad-powered Herbst boat driven by R. S. Putnam which won the marathon race



FIRST ANNUAL NATIONAL OUTBOARD MOTORBOAT RACES OCT. 5 & 6 WILMINGTON, N. C.

OFFICIAL SANCTION *of* AMERICAN POWER BOAT ASSOCIATION

SCORES of trim, fleet motorboats—motors singing happily their song of anxiety—manned by alert, capable pilots—awaiting the final word from the starter which will send them down the course to the reward awaiting each—national championship for one—second and third places for others—for the balance nothing except the comforting knowledge that he did his best!

For the crowds watching these events—the first real, authentic and sanctioned National Out-board Motorboat races—genuine thrills, intense excitement, some spills, narrow escapes, masterful piloting, apparent supremacy of boat construction—new, unknown, unexpected thrills—and a big time!

For those who want everything life affords—for those interested in any phase of boating—these National races—at Wilmington, North Carolina, October 5th and 6th—hold everything to be desired.

CHAMBER of COMMERCE
Wilmington, N.C.

You cannot afford to miss these big events. Your year will not be complete without your attendance here. Make your plans *now* to attend. We offer all cooperation and assistance. Write for any information desired—*but come!*

CLIP OFF AND MAIL

CHAMBER of COMMERCE
Desk SB-1 WILMINGTON, N. C.
Please send me your vacation booklet.

Name _____
Address _____
City _____

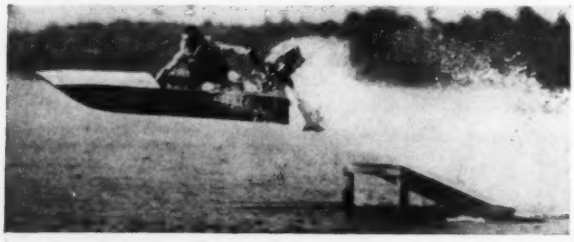
BOAT-OWNERS: *Those who want to test their skill and boats with the country's best and fastest should write for entry blanks and detailed information to General Chairman, Racing Committee, Frying Pan Power Boat Club, Wilmington, N. C.*

Outboard Notes

Outboards Thrill Panama Sportsmen

Reports from Cristobal and Panama City indicate great interest being taken in outboard motor racing both in the Republic of Panama and in the Canal Zone. A feature of the fourth of July celebration at Cristobal was an outboard free-for-all race which attracted many entries. The thrilling speed of the winner, Miss Honolulu, a step-boat powered with a new Johnson Big Twin motor, has prompted local sportsmen to lay plans for a series of outboard races to be held in the near future.

Photograph M-G-M News



Al Buffinton leaps 20 feet through the air in his racing Cute Craft at Oldham Pond

Fishermen Use Outboards in Bering Sea

Outboard motors, used for the first time in the Bering Sea codfishing operations, have proved their worth by nearly doubling the catch of dories so equipped, according to information received by Capt. J. E. Shields of the Pacific Coast Codfish Company from Capt. W. B. Knight of the steamship Catherine D. of the Pacific American Fisheries.

On the last trip down, the cannery vessel spoke three of the fishing schooners in Bering Sea. The Wawona of the Robinson Fisheries at that time reported 65,000 fish for an average of 2,500 fish to the dory; the Charles R. Wilson of the Pacific Coast Codfish Company reported 75,000 fish or an average of 4,400 to the boat, and the Fany Dutard of the J. A. Matheson Company had 40,000 fish or an average of 2,000 to the dory, figures being based on the number of dories carried. The dories of the Charles R. Wilson carried Johnson Light Twin outboard motors, the others depending on oars for motive power. The motors have an extra long drive shaft and are installed in a well just forward of the transom of the dories.

The showing is an important one and while perhaps too early in the season to be conclusive, indicates that thus far at least the little "kicker," often regarded as a toy, has made good in the hardest game in the world, that of codfishing in the open sea. Not only are the men saved a weary pull of some thirty miles a day, averaging three trips out from the schooner and return, but through time saved they are able to work in an extra sally during fishing hours, which means just that many more fish.

Oh Henry, a fast little Boyd Martin Boat which competed at St. Louis

The Airships Aqua Aero

During the past two years there has been great activity at the plant of Airships, Inc., especially in the designing and construction of outboard boats of the better class. This firm has and still is experimenting with many designs of hulls, seeking to give to the outboard public only those boats in which are embodied the most modern ideas of naval architect.

The plant is most modernly equipped with the latest labor-saving devices and is manned by craftsmen who have gained a great deal of their experience in the construction of pontoons for airplanes. Their knowledge of airplane construction allows the adaptation of this data to the construction of light weight but sturdily built racing hulls. The latest example of their handicraft is the Airships Aqua Aero.

This most recent addition to the Airships line of speed hulls is 12 feet 3 inches in length with a beam of 52 inches and has the advantage of the extremely light weight of 102 lbs., which allows for very easy handling. In constructing this exceptionally light weight boat, the builders have not sacrificed any of the required strength and have included in its design the most modern ideas of streamlining. The deck frames are covered with a fine quality airplane silk known as Flighte Fabric, which is then doped to insure rigidity. This deck extends the full length of the boat from stem to transom, having a cockpit sufficiently large for efficient maneuvering, at the same time giving added protection to the driver. The entire surface of the hull and deck is of mahogany finish.

The hull is planked with mahogany, having frames of airplane spruce. The bottom is planked in such a way as to allow for six longitudinal planes and two transverse planes, and no fin is required in maneuvering as this unique bottom construction guarantees a smooth running and easily handled boat.

The Airships' Aqua Aero has attained a speed of better than 36 miles per hour, using a stock class C motor, and the particular boat shown is being entered and driven by V. Withstandley in many of this season's regattas.

The new Airships Aqua Aero is capable of high speeds

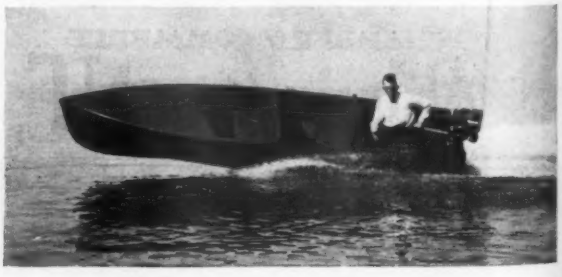
Outboard Travels 9,000 Miles

James E. Crowley, Jr., the lighthouse keeper of Sapelo, Ga., has just completed an accurate check on the mileage secured from his Johnson Light Twin outboard motor and he finds that in ten months time he has gone a little over 9,000 miles.

The statement is often made that the outboard motor industry is too young to make it possible to determine the average life of an outboard. Whenever the question is asked of an outboard manufacturer, "How long will your motor last?" he usually replies to the effect that he "Doesn't know—the first motors we built are still in operation."

Many cruises of several thousand miles have successfully been performed with one outboard down the Mississippi, in the Gulf Coast and along the Pacific Coast. The feats have been considered unusual, but never before, to our knowledge, has an accurate check been made on the mileage of an outboard used in heavy duty work.

Mr. Crowley has owned his Johnson Light Twin eighteen months and during the past ten months has been using it in heavy duty work on trips that average 30 miles a day. He uses an 18-foot boat and reports the motor still to be in excellent condition.



A Faybow Middy runabout banking on a turn at 25 m.p.h.

LACONIA

Outboard Runabouts

Are Equipt with All That Comfort Demands Plus All that the Law Requires

EXAMINING MOTOR CRAFT FITTINGS

Federal Inspectors Find Many Lacking in Equipment

[Special Dispatch to The Herald]

July 27—On its annual tour of duty, the federal motor boat Siwash is here, its crew examining the equipment of all motor craft in the local harbor. A large number are reported to have been found lacking in proper fittings. This is said to be especially true among owners of outboard motor boats. These vessels must carry full equipment including a set of pilot rules, a fire extinguisher, life preservers for every one aboard, etc. The pilot rules are missing most frequently.

Boat owners found to be violating the federal laws will be fined.

The accessories, shown above, supplied with the Laconia SportSter are complete in every detail.

LACONIA boats are low in price. When you purchase a Laconia outboard runabout you receive a boat that is fitted not only with every desirable refinement for your comfort and safety but also with all equipment required by law. *Why take chances!*

Write today for complete details of the SportSter and name of nearest Laconia dealer. Also ask for information on the Laconia SpeedSter, a 12'4" outboard hydroplane.

THE SPORTSTER

Length 15' 11". Beam 52". A real V-bottom runabout with double cockpit. Mahogany construction throughout, beautifully finished. Exceptionally fast with large motors.

LACONIA CAR COMPANY

LACONIA, NEW HAMPSHIRE

Manufacturers of Wood and Metal Products for Nearly a Century

Outboard Records Grow

(*Continued from page* 143)

a five-mile amateur record was established by John F. Graham who drove his Bonnie Lass over the course at the rate of exactly 36 m. p. m.

The most recent record to be approved is one made in class D free-for-all over a 2½-mile course at Charlevoix, Michigan, on August 5th. Miss Bell Air, owned by George P. Bailey and driven with a Class D Elto engine, covered the distance at the rate of 35.019 m. p. h. More records are being established at practically every race meet of importance which complies with the strict provisions of the new rules.

A complete tabulation of all American motorboat records, which includes also the latest outboard motor records, will be found on page 22 of this issue.

Outboard Racing in England

(*Continued from page* 146)

of York trophy. A smaller number of contestants, eighteen in this case, did not prove quite as spectacular as the earlier race. The original entries had anticipated some fifty boats, which would have been a real contest. Elimination contests had been held on the preceding day so that the first seven to finish in each of the three trial heats were declared eligible for the final race. As is usual in such cases, misfortune was responsible for eliminating some of the promising contenders. Several of the boats overturned in the trials and others were damaged by striking under water obstructions. The eight laps of this race went off smoothly enough and at the end of the third lap a most unusual spectacle was witnessed by the throng. One of the boats, Miss Littlehampton, came tearing down the course with the gasoline tank of the engine ablaze. The driver seemed to be unconscious of his danger, but on rounding the turn he suddenly became aware of his danger and without slowing down he beat out the flame with a damp cloth and coolly continued in the race.

Flash III held a lead for seven laps and was closely pressed by Seahopper. During the last lap much excitement was caused when Seahopper was finally able to close up the gap on Flash III and passed her by a very small margin. Sea-Bee proved to be the third boat to finish. The winning boat was driven by H. J. P. Bomford who has only had a boat for a very short time and can be considered a novice.

After the races the trophies were graciously presented by the Duchess of York and it is noteworthy of remark that the British hulls and engines were fully able to maintain equal speed and ability with American designed boats. The speed made for the eight laps of the class C race was 30.71 m.p.h. which is quite fast when the shallow water and other conditions which existed are taken into consideration.

New Canadian Harbor Regulations

Important regulations governing the operation of small boats in the harbors of Canada, over which the Federal Government has jurisdiction, are made public in the current issue of the Canada Gazette. The regulations, which are not likely to come into force until next spring, will apply to any motor boat, including every vessel operated by machinery, rowboat, sailboat, canoe and other water-borne craft used wholly or partly for pleasure.

The owner of every small boat, according to the new regulations, shall register the same with the harbor traffic officer before navigating or using, or permitting to be used, such craft, and shall pay to the harbor traffic officer a toll or due for the registration of such small boat and for the marker thereof. There shall be issued in return a permit or marker remaining in force only during the calendar year in which it is issued.

Following is the classification of small boats and the cost of the license or permit for each: Canoes, rowboats, sailing vessels and other craft not using machinery in whole or in part, $1. Power boats of less than 18 feet in length, $3. Power boats of 18 feet and less than 26 feet in length, $4. Power boats of 26 feet and less than 40 feet in length, $5. Power boats of 40 feet or more in length, $8.

Following are the three other classes in the new regulations:

Tolls and dues—The harbor traffic officer shall make a charge in accordance with the following scale, for the registration of a small boat and the issuance of a permit and marker therefore:

1—Canoes, rowboats, sailing vessels and other craft not using machinery in whole or in part, cost $1.
2—Power boats of less than 18 feet in length, $3.
3—Power boats of 18 feet and less than 26 feet in length, $4.
4—Power boats of 26 feet and less than 40 feet in length, $5.
5—Power boats of 40 feet in length and over, $8.

Advertising Index will be found on 3rd last page

Finger Lakes Outboard Marathon

On Saturday, July 28th, the Seneca Yacht Club of Geneva, N. Y., staged the first Finger Lakes Outboard Marathon. The course was from Geneva at the foot of Seneca Lake to Watkins Glen at the head, and return. The distance by chart is sixty-seven miles, but due to unfavorable weather the contestants were obliged to alter their courses considerably in order to take advantage of lee shores and therefore they traveled approximately seventy-five miles.

There were fifty-one entrants, of which forty-four made their appearance and thirty-six started. Of the thirty-six that started twenty-seven finished The starting gun was fired promptly at eleven o'clck by Mayor Maxwell of Geneva.

Seneca Lake is noted for its varying and constantly changing conditions, and true to form a severe storm accompanied by rain and hail came up about ten minutes after the start. The faster hydroplanes managed to outrun it, but even they were forced to battle rough water for a great portion of the way. The slower displacement craft were caught in the storm and several of them were forced out because of short circuiting ignition systems.

First place was taken by Argl, a Thompson Diamond Stepper powered with the Elto Quad. The boat is owned by Reese Wyant of Cortland, N. Y., and was driven by Gordon Meserve. His time for the course was 2-24-35½, an average of thirty miles per hour. This was the first race in which Meserve has ever started, and he had never handled a racing boat before. In winning the race, he received the Fay & Bowen prize of $150.00 and a silver trophy.

Second place went to Albert Tillman driving Dutch, a Penn Yan Ceestepper. His time was 2-24-55, only twenty seconds behind the leader. The prize money for him consisted of $25.00 for the first Class C motor to finish and $25.00 for the first Penn Yan boat to finish. The boat was powered with an Evinrude Class C motor.

Third and fourth places went respectively to Flying Fish III and VII, driven by Cyrus Townsend and Morris Hoyt of Hammondsport.

Fifth place was taken by Chas. Stoddard of Syracuse in a Boyd Martin hydroplane, and in taking this position Stoddard won the Class D trophy for the fastest time made with this class motor, the winner not being eligible for any of the class prizes.

Class B prize of $25.00 was won by C. A. Melloon of Pine Castle, Fla., driving a Florida Flyer with a Lockwood motor.

In the displacement class, Edwin Long took first place in a Long runabout. The first prize for this was also $25.00. Second place was captured by Leo Davids of Geneva, driving a Faybow "Middy."

The most remarkable run of the day was made by Stoddard. Arriving late, his boat had not yet been placed in the water when the preparatory gun was fired. He started seven minutes after the starting gun, and arrived only two minutes behind the winner.

J. Wilson of Scranton, Pa., a twelve-year-old-boy, was caught in the storm and as a result his ignition went dead, but with true boyish determination he stuck to it and finally started again. He was one of the late arrivals but finished under his own power. Needless to say, the spectators gave him a great ovation.

Fast Outboards Built of Philippine Mahogany

It is an interesting fact to note that a great many of the fast outboards of this year have been built of Philippine mahogany. It is a tough wood which takes a good finish and from all indications seems to be particularly suitable for planking outboard hulls. Some of the prominent users of this planking are: Century Kid, record maker of Madison, Wisconsin; Corker, winner of Boston-to-New York race; Baby Whale, winner of all three Class C races at Worcester. The wood used in the boats mentioned was supplied by the Indiana Quartered Oak Co., of Long Island City.

American Outboards Draw Crowds at Milan

For the first time a Hall of Outboard Motors was one of the exhibits at the national fair held each year in Milan, Italy. According to Comm. A. Rosea, Director of the Fair, the exhibit of Alessandro Lombardi, Milan distributor for the Johnson Motor Co., was one of the principal attractions of the fair. Several members of the Italian nobility, as well as members of the royal Italian family, are reported to have taken up the sport of outboard motoring and several important Italian outboard motor regattas are scheduled for the Fall and Winter.

AUTOPULSE

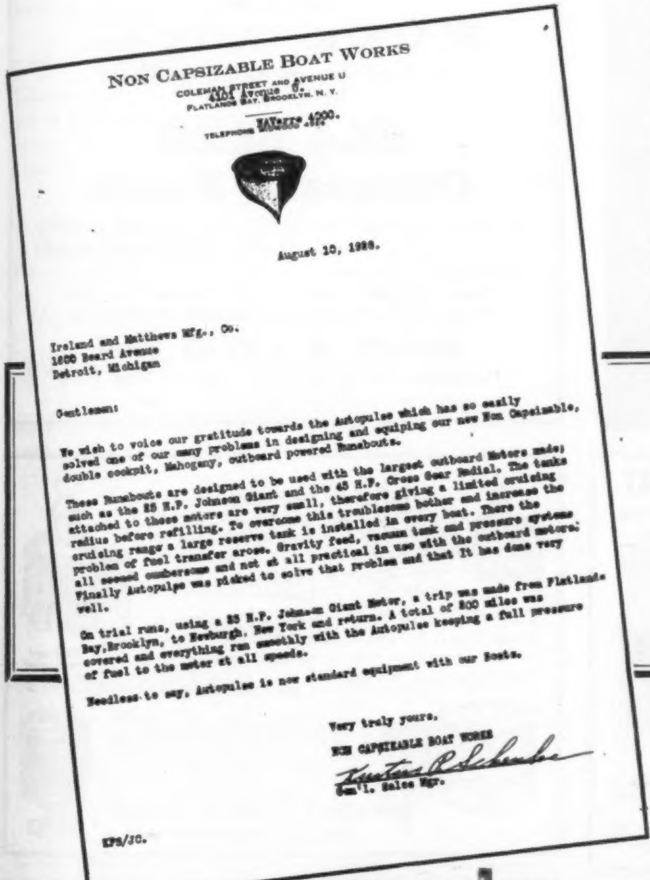
(PATENTED)

Is Now Standard on
Non Capsizable Outboard Runabouts

OUTBOARD powered runabouts capable of running 200 miles or more without refueling are now standard with leading builders of outboard boats. Of course, AUTOPULSE is depended upon to supply gasoline from the reserve fuel tank to the motor.

In selecting accessories for this new double cockpit, mahogany outboard runabout, the Non Capsizable Boat Works considered all known systems of fuel supply. And in the letter reproduced here the builders have this to say:

"Gravity feed, vacuum tank and pressure systems all seemed cumbersome and not at all practical in use with outboard motors. Finally Autopulse was picked to solve that problem and that it has done very well. . . . Needless to say, Autopulse is now standard equipment on our boats."



NON CAPSIZABLE BOAT WORKS
COLEMAN STREET AND AVENUE U
FLATLANDS BAY, BROOKLYN, N. Y.
TELEPHONE NAVarre 4000.

August 10, 1928.

Ireland and Matthews Mfg., Co.
1600 Beard Avenue
Detroit, Michigan

Gentlemen:

We wish to voice our gratitude towards the Autopulse which has so easily solved one of our many problems in designing and equiping our new Non Capsizable, double cockpit, Mahogany, outboard powered Runabouts.

These Runabouts are designed to be used with the largest outboard Motors made; such as the 35 H.P. Johnson Giant and the 45 H.P. Cross Gear Radial. The tanks attached to these motors are very small, therefore giving a limited cruising radius before refilling. To overcome this troublesome bother and increase the cruising range a large reserve tank is installed in every boat. There the problem of fuel transfer arose. Gravity feed, vacuum tank and pressure systems all seemed cumbersome and not at all practical in use with the outboard motors. Finally Autopulse was picked to solve that problem and that it has done very well.

On trial runs, using a 35 H.P. Johnson Giant Motor, a trip was made from Flatlands Bay, Brooklyn, to Newburgh, New York and return. A total of 300 miles was covered and everything ran smoothly with the Autopulse keeping a full pressure of fuel to the motor at all speeds.

Needless to say, Autopulse is now standard equipment with our Boats.

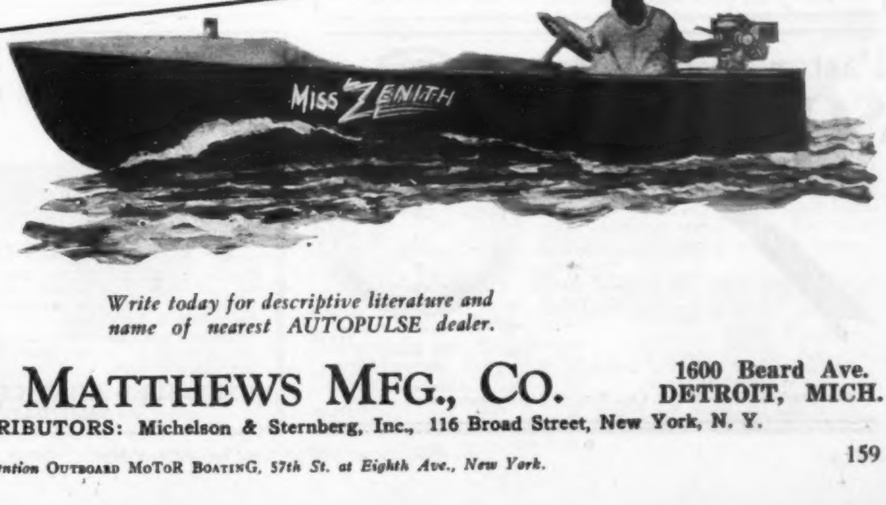
Very truly yours,
NON CAPSIZABLE BOAT WORKS
Gen'l. Sales Mgr.

KPS/JC.

Approved by Underwriters Laboratories

Used by all leading motor manufacturers, boat builders and racing drivers.

Autopulse is a small magnetic fuel pump that delivers clean gasoline directly from the reserve tank. It is easily installed and operated by the pumping action of a brass bellows, which is expanded by an electro magnet. Each unit has a maximum capacity of 8½ gals. per hour—6 gals. is the rated capacity. One unit will supply any outboard motor. **BE SURE AND VENT GASOLINE TANK.**



Write today for descriptive literature and name of nearest AUTOPULSE dealer.

IRELAND & MATTHEWS MFG., CO.

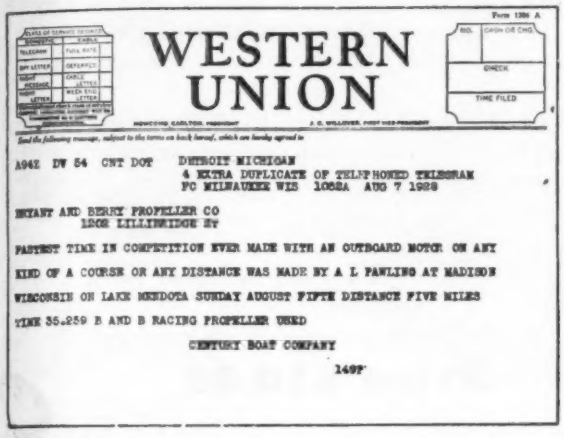
1600 Beard Ave.
DETROIT, MICH.

EXPORT DISTRIBUTORS: Michelson & Sternberg, Inc., 116 Broad Street, New York, N. Y.

Advertising Index will be found on 3rd last page

OUTBOARD RECORD

35.259 MILES HOUR PER



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BRYANT AND BERRY PROPELLER CO
1202 LILLIBRIDGE ST

FASTEST TIME IN COMPETITION EVER MADE WITH AN OUTBOARD MOTOR ON ANY KIND OF A COURSE OR ANY DISTANCE WAS MADE BY A L PAWLING AT MADISON WISCONSIN ON LAKE MENDOTA SUNDAY AUGUST FIFTH DISTANCE FIVE MILES TIME 35.259 B AND B RACING PROPELLER USED

CENTURY BOAT COMPANY

1497

We specialize in Outboard Racing Propellers.

BRYANT & BERRY PROPELLER CO.

1202 LILLIBRIDGE ST., DETROIT, MICH.

SHIP
YOUR OUTBOARD MOTOR
for overhauling and winter storage to

Outboard Motor Headquarters

BRUNO BECKHARD
Flushing Bridge, Flushing, N. Y.
Boats, Motors, Equipment

READY for EMERGENCIES

KAPO KAN'T SINK

Style No. 7-C

4 times more bouyant—
10 times more comfortable
—than cork!

STYLE NO. 7C (Illustrated)
O.D. or white. Very comfortable. The most popular of all life-saving garments. Direct if dealer doesn't carry. Order by chest size.

24-30	Chest	$ 8.00
32-36	Chest	8.50
38-44	Chest	9.00
46-50	Chest	10.00

STYLE NO. 9
O.D. or white. Windproof and warm. One size—chest measure fully adjustable from 36 to 44 inches. Worn by many famous motorboat racers, aviators, and others who want comfort and absolute dependability. Direct if dealer doesn't carry—$13.00.

CIRCULAR FREE

KAPO PRODUCTS CO. DEPT. M. 78 TRAVERSE STREET BOSTON, MASS.

Another HERBST SPECIAL *Winner*

SIGNAL honors were again awarded the Herbst Special when R. S. Putnam flashed across the finish line a winner in the 88-mile Houston to Galveston, Texas, outboard marathon on July 15th. Although Putnam and his Herbst Special competed against a field of twenty-one boats he finished 13½ minutes ahead of the second boat, maintaining an average speed of 22.85 m.p.h. for the entire distance with an Elto Quad motor. Herbst boats are winners—order yours now.

Write for descriptive literature and prices

HERBST BOAT WORKS
WILMINGTON NORTH CAROLINA

Sea Skiff

THIS is the CHESAPEAKE OUTBOARD MOTORED SEA SKIFF, a weatherly craft for persons desiring an all-round seaworthy boat for rough water fishing. It is a real SEA GOING boat, fast enough to go to and from fishing grounds miles away and seaworthy enough to stay there in a blow, yet can be beached and the motor instantly detached.

20' x 6' x 2'10"—Cedar planking ½" sides ¾" bottom
Oak frames and trim Copper and brass fastening

Write for Details of all Our Boats

CHESAPEAKE BOAT CO., INC.
Chesapeake City, Md.

Write for our complete Catalog featuring this and many other models

Speed? **A boat with these specifications couldn't help but be a record breaker! Length, 17 ft. Beam, 54 inches. Mahogany planked, copper and brass fastened. Two comfortable cockpits, room for five passengers. Rumble seat forward. Equipped with Universal Flexi-Four Motor. Makes 23 miles per hour. With electric starter — $1095. With hand starter — $1025. (When powered with the Universal Super-Four Motor will make 35 miles per hour.)**

DUNPHY
"famous for boats for forty years!"

DUNPHY BOAT MFG. CO., Dept. C-8, Eau Claire, Wis.

Regatta of San Diego Power Boat Association and San Diego Yacht Club

2½ MILE COURSE

CLASS B, TWO HEATS, 2½ MILES EACH

Boat	Driver	Engine	Time 1st heat	Time 2nd heat	Speed 1st heat	Speed 2nd heat	Position
Spirit of Bronchitis	Raymond Turnbull	Johnson	6:22.5	7:49.5	23.53	19.17	1
Mrs. Cute Craft	R. V. Morris	Caille	6:37.0	7:55.5	22.67	18.93	2
Wee	Ed. Crie	Caille	DNF	DNF	DNF	DNF	0

CLASS C, TWO HEATS, 5 MILES EACH

Bonnie Lass	John Graham	Evinrude	8:20.2	8:43.6	35.99	34.38	1
Ok Kay II.	O. K. Hunsaker	Evinrude	8:30.9	8:59.6	35.24	33.39	2
Fire Fly III.	Chas. Holt	Evinrude	8:26.8	DNF	35.21	....	3
Bottoms Up	P. T. Benbough	Evinrude	9:41.7	9:35.9	30.94	31.25	4
Silver Star	A. H. Hall	Evinrude	11:17.3	11:11.8	26.58	26.80	5
Black Maria II.	Al. Thompson	Evinrude	9:36.0	DNF	31.25	....	6
Hezy Tate	L. Turnbull	Evinrude	DNF	13:44.1	DNF	21.84	7
Mimi	R. Lacoe	Evinrude	9:44.9	DNF	30.77	....	8
Gold Star	M. C. Mattin	Evinrude	10:20.0	DNF	29.03	....	9
O Hea Tiz	C. S. Stewart	Evinrude	10:41.4	DNF	28.06	....	10
Dutch Maid II.	Mr. Kahrs	Johnson	14:35.2	....	20.57	....	11

CLASS D, TWO HEATS, 5 MILES EACH

Oh Kay II.	O. K. Hunsaker	Evinrude	9:32.7	8:52.1	31.43	33.82	1
Black Maria II.	Al. Thompson	Evinrude	9:23.1	8:57.0	31.96	33.52	2
Pal	T. B. Shutt	Evinrude	DNF	9:37.0	DNF	31.20	3
Bottoms Up	P. J. Benbough	Evinrude	9:40.1	DNF	31.02	....	4
Gold Star	M. C. Martin	Evinrude	10:26.9	10:11.9	28.71	29.41	5
Silver Star	A. H. Hall	Evinrude	11:11.5	11:25.6	26.81	26.26	6
Mimi	R. Lacoe	Evinrude	9:52.2	DNF	30.40	DNF	7
Poco Borracho	K. Jenkins	Johnson	11:21.0	DNF	26.43	DNF	8
Ruby	J. S. Hobson	Elto Quad	DNF	DNF	DNF	DNF	..

25 MILES, FREE FOR ALL

Boat	Driver	Engine	Best Lap Time	Best Lap Speed	Entire Race Time	Entire Race Speed	Position
Pal	T. B. Shutt	Evinrude	4:35.2	32.71	49:39.1	30.21	1
Gold Star	M. C. Martin	Evinrude	5:05.4	29.47	52:21.1	28.65	2
Mimi	R. Lacoe	Evinrude	5:09.1	29.47	52:30.9	28.57	3
Black Maria II.	Charles Holt	Evinrude	4:38.8	32.87	DNF	DNF	..
Bottoms Up	P. T. Benbough	Evinrude	4:54.1	30.60	DNF	DNF	..
Silver Star	A. H. Hall	Evinrude	5:28.8	27.38	DNF	DNF	..
Hezy Tate	L. Turnbull	Evinrude	5:11.8	28.87	DNF	DNF	..
Poco Borracho	R. V. Morris	Johnson	5:48.0	25.86	DNF	DNF	..
Ruby	S. Hobson	Elto Quad	6:10.0	24.32	DNF	DNF	..
Wet Wash	J. Zeluf	Johnson	8:02.9	18.63	DNF	DNF	..

Advertising Index will be found on 3rd last page

"Popularized by Their Performance"

M-G-M News Photo

Rising to the Occasion

Al Buffinton and Cute Craft Herself, rising at a speed of 37 miles per hour

CUTE-CRAFT WORLD RECORDS

Class A Amateur, 2 miles.....	24.00	M.P.H.
Class A Free for All, 2 miles....	23.84	M.P.H.
Class B Amateur, 2 miles.....	30.63	M.P.H.
Class B Free for All, 2 miles....	30.25	M.P.H.
Class B Time Trials, Free for All	35.66	M.P.H.
Class C Time Trials, Free for All	37.749	M.P.H.
Best Single Run Mile, Time Trial	39.385	M.P.H.

Is Typical of Cute Craft Performance

THE records established during 1928, offer convincing proof of Cute Craft efficiency in design and construction. At the Lake Quinsigamond Regatta held in Worcester, Massachusetts, Cute Craft established a record of 35.66 miles per hour with a Class B motor, accomplishing an All Class record.

In addition to establishing further records in the A, B and C Classes, at the Albany Regatta, Cute Craft broke its own record by attaining a speed of 39.385 miles per hour—THE GREATEST SPEED RECORDED WITH AN OUTBOARD HULL. A truly remarkable performance that will stand the test of time.

THE CUTE-CRAFT RUNABOUT

The Cute Craft C-Horse is a family runabout adaptation of the Magnum entered in the Boston-New York Marathon. The Magnum finished second in this gruelling contest, recording the SHORTEST ELAPSED TIME of 13 hours and 40 minutes.

Modelled along similar lines, the C-Horse is capable of extreme speed and has recorded 35 miles per hour with a Class C Motor. The all-mahogany construction of highest grade workmanship, a seating arrangement accommodating four passengers, cushioned seats with ample room for comfort, all combine to make the Cute Craft C-Horse an unusually well appearing and practical boat—**the Ideal Runabout.**

Your request for further information will receive prompt attention

CUTE-CRAFT CORPORATION

154 NO. MAIN STREET FALL RIVER, MASS.

DISTRIBUTORS:

Northern New York State:
ALBANY BOAT CORP.
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CARL FRISCH
Batonia, Europe

Europe:
ROBERT E. OTTERSETTER
Latvia, Europe

Records Still Tumbling

(Continued from page 148)

m. p. h. This speed is sufficient to entitle it to be classified as a record for a three-mile course with class B engines.

The program provided for events at half-hour intervals and the second event, class B free-for-all, started as scheduled with twenty boats. There is quite a thrill in standing on the side lines and watching some two score of these little speed demons tearing through the water and crossing an imaginary line within a very few seconds of each other. The starts at the races were arranged with a large timing clock and this was both large enough and in plain enough sight so that the contestants could see it with ease and as a result every start was practically perfect. In no case did a single boat cross before time and also there were but one or two stragglers who were late merely because their engines did not respond quickly enough to the starting cords. In this race, as in the earlier one, Wee Minneford crossed the line in an excellent start, but this time young Schwenker with his Cute Craft was able to conjure a few more revolutions out of his Lockwood. On the back stretch of this course he actually succeeded in passing Wee Minneford, but apparently was unable to round the turns as well and failed to win by a matter of inches. The close contest between these two boats had the crowd on its toes and no race was ever so intensely cheered. The time established in this was within four seconds of the time in the first event and also established a record in class B free-for-all on a three-mile course of 28.44 m. p. h.

The third event brought out a field of twenty-seven boats competing for the prizes in the class C amateur event. Of this large field many proved faster than others and it was not long before they were well strung out over the course. The first boat in proved to be a Baby Whale hull driven by Walter Pilser of Awasting, N. J., with an Evinrude engine. His speed for the three miles of the course was five minutes and thirty-five seconds or a speed of 32.26 m. p. h. The second boat in this race was driven by Vincent Hauptner of City Island, also Evinrude powered.

The free-for-all event for class C engines brought out a still larger field of thirty-four starters. The sight of so many boats crossing the starting line all at once was very thrilling and the large crowd of spectators keenly appreciated the skill of the drivers in crossing the line in a close bunch. In this event a Baby Whale hull driven by William Hockenjos, Jr., of Lake Hopatcong, proved to be the winner. He covered the three-mile course with his Evinrude engine in 5 minutes and 32 seconds, or an average of 32.55 m. p. h. The second boat to finish was a new Flying Fish built by Airships, Inc., and driven by Victor Withstandley of New York. He was only a few seconds behind the winner and was overhauling him slowly. Of the thirty-four to start, twenty-five finished the event, some few dropping out before the finish line was reached and one or two overturning at the turns. It was not easy to see what went on at the turns, as they were out of sight from the judges' position at the start and finish.

The last event of the day was termed the grand free-for-all and was to be fifteen miles. As in the previous event, thirty-five boats started and the first lap practically settled the race. Baby Whale, driven by William Hockenjos, Jr., shot into the lead and was able to fight off all challengers and came in a winner in the event. W. Pilser was second at the end of the first round, but was unable to hold this place for long and had to yield to Charles Alexander, driving a Penn Yan boat with a Johnson engine. The best that Pilser could do was to come in third a few seconds after the winner. The positions of the first three boats from the second to the fifth laps did not vary in any way. They followed each other about the course in a procession and were unable to overcome the lead of the boat which was ahead of them. The time for the fifteen miles as established by the winner was 29 minutes and 16 seconds, which is equivalent to 30.77 m. p. h.

At the conclusion of the races the audience was keenly interested in watching the boats being packed and loaded on their cars for transportation back to the homes of their owners. The prizes which had been presented to the club for the race winners were distributed by Commodore Grossgebauer and all the visiting officials and winners of the several races were presented to the spectators with an appropriate remark by the Commodore. Altogether, the entire regatta has shown what can be done in the way of promoting a successful race meet when there are sufficient willing workers and a few energetic leaders at the head of things to see that everything goes smoothly.

The thought and preparation necessary to run a race meet of this kind prompted W. E. Willis to prepare a little booklet for the guidance of race committees which contains much useful information on what is required and what they must do in order to conduct a successful meet. A careful perusal of this little book will help other race committees to arrange equally successful affairs.

Advertising Index will be found on 3rd last page

Baby Whale....

the consistent winner!

Baby Whale—the boat that wins! The boat that smashes record after record! The one boat that crosses the finish line far ahead of all competitors—*every time!*

This marvelous speed is due to Baby Whale *design.* To that—and 60 years of boat building experience, perfect workmanship and the use of only the best materials.

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FAIRHAVEN, MASS.

Winners Again!

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planked with our

PHILIPPINE MAHOGANY

sets new record

A Century Kid, built by the Century Boat Co. of Milwaukee, from our Philippine Mahogany and driven by A. J. Pawling, established a new record at Madison, Wis., August 5th, making the fastest time in competition ever made in a 5-mile Free-for-All Outboard Race.

We specialize in thin planking
1/4", 5/16" and 3/8"

Can machine scrape as well as plane, if desired.

Send us your schedule, showing thickness, widths, lengths and quantity desired, and we will be glad to quote by return mail.

Sample and leaflet on request.

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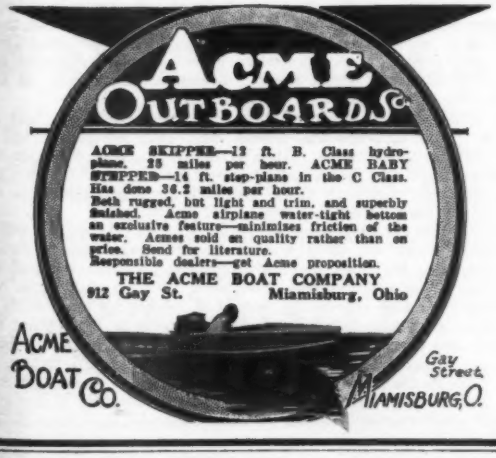
ACME OUTBOARDS

ACME SKIPPER—12 ft. B. Class hydroplane. 25 miles per hour. **ACME BABY STRIPPER**—14 ft. step-plane in the C Class. Has done 36.2 miles per hour.
Both rugged, but light and trim, and superbly finished. Acme airplane water-tight bottom an exclusive feature—minimizes friction of the water. Acmes sold on quality rather than on price. Send for literature.
Responsible dealers—get Acme proposition.

THE ACME BOAT COMPANY
912 Gay St. Miamisburg, Ohio



CURTIS Outboard Hydroplane

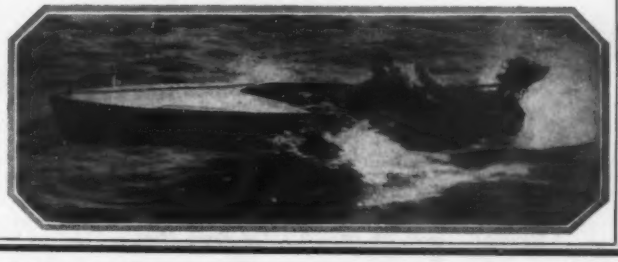
A Winning 13 Footer

CURTIS outboard hydroplanes are consistent winners all over the country: Albany, St. Louis, Charleston, Savannah, Valdosta, Hackensack, Jacksonville, West Palm Beach, Tuscarora Beach, Hampton, Virginia Beach, Norfolk, Newbern, Toronto and numerous other points. Speed from 35 to 41 m.p.h. with Class C motor.

Curtis outboards can't help being winners. We designed them that way—for smooth speed and flashing performance. The Curtis De Luxe hydroplane is a sturdy boat for all-around use. Mahogany throughout—brass fastened. Tough as iron, but a real beauty.

Write today for full particulars and price.

GAS ENGINE & BOAT CO.
NORFOLK, VIRGINIA



National Outboard Championship Regatta at Wilmington

The National Outboard Championship Regatta which was held at Washington, D. C., September, 1927, will be held at Wilmington, North Carolina, this year on October 5 and 6. The great importance of this event lies in the fact that it is the last of the major regattas to be held this year in the East. It is to decide the championships in Classes B and C among outboard racers holding for one year 1928-29.

The event is sponsored by the Frying Pan Power Boat Club, of Wilmington, North Carolina, and will be held under the auspices of officials of the American Power Boat Association who will be directly in charge.

All arrangements for the success of this meet are being put into shape rapidly and it is the intention of the Frying Pan Power Boat Club, Chamber of Commerce, Service Clubs and other organizations to leave nothing undone to make this regatta a success from every viewpoint.

A fine course has been laid out by U. S. Engineers on the wide reaches of the historic Cape Fear River, just below the City of Wilmington, and centered in front of one of the war time shipyards. A large grandstand will be erected on one of the wharves for spectators.

The patrolling of the course will be one item which will be given patricular attention. Government vessels and others will be used to keep the course absolutely clear. Arrangements have been made to employ fish nets above and below the course to stop all possible driftwood and debris from getting into the way of the racing craft.

All visiting racers will be well taken care of. This is a department especially in charge of Frank Herbst, manager of the Herbst Boat Works, whose plant is located at the above shipyard. He is well acquainted with the needs of the fraternity.

A large building has been set aside at the end of a slip where visiting racers may keep their motors and boats. Cots will also be provided so that the racers and their attendants may sleep in this building if they so desire. A bench will be available where work on engines can be done. A gas and oil station will also be provided on the side of the slip. Every facility will be offered for the comfort of the visiting racers and their equipments.

A spur track leading into the above shipyard can be used for the accommodation of those large delegations who intend to use Pullmans. A number of outfits have signified their intention of coming that way. Arrangements have been made with local railroad officials to shunt these Pullmans directly into the shipyard where the racers will be close to their work.

A large contingent of visitors, representatives of boat and engine manufacturers and other interested spectators will be here during those dates. It will be of interest to them that there are sufficient hotel facilities in Wilmington, North Carolina, supplemented with other desirable accommodations, to take care of the large crowds expected for the regatta.

While the championship races in Classes B and C will be the principal events, there will be amateur events also. Besides the championship cups there will be about fifteen hundred dollars offered in cash prizes.

With the ever increasing speed of outboards and with the efficiency of the crack racers shaped up to a high point new records are expected to be made at this regatta. This is always the case towards the end of the season in outboard racing. In this respect the fans and outboard enthusiasts in all parts of the world will have their eyes turned towards Wilmington, North Carolina, on October 5 and 6.

New Quad Wins Three Marathons

One of the outstanding developments in outboard racing activities in the past months is the record of performance hung up by the new Super Elto Hi-Speed Quad. Within a space of thirty days, the Hi-Speed Quad gained the distinction of having won three important marathon events in succession.

The record follows: Peoria-St. Louis Marathon, 202 miles, won by Eldon Travis, Peoria, driving Hooton Bob Sled powered with Hi-Speed Quad. Time, 6 hrs., 11 min., 35 sec. Average, 32.727 m. p. h.

Houston-Galveston Marathon, 88 miles, won by R S. Putnam, Houston, driving Hi-Speed Quad. Led field of 23 entries by 20 minutes.

Finger Lakes Marathon, Seneca Lake, N. Y., 80 miles, won by Gordon Meserve, of Cortland, driving a Thompson T Stepper with a Hi-Speed Quad, from a field of 36 entries. Time, 2 hrs., 24 min., 35.5 sec. Average, 33.2 m. p. h.

Advertising Index will be found on 3rd last page

Marathon on the Gulf

(*Continued from page* 152)

in all classes although there were none racing in Class A. The engine used by Mr. Putnam was a D class machine and he won the grand prize and the Elgin watch as well as a special Elto cup. Christy, driven by Lloyd Helton, with a Johnson Big Twin, was first in Class C, his time being four hours and nineteen minutes. He secured the Vacuum Oil Company cup while Hobo, driven by Aldrich, won the second prize, the Gulf Refining Company cup. In Class B, True Vapor Phase proved to be the winner and the Lockwood Chief engine, operated by Buck Runnels, drove her over the course in four hours and five minutes. Birdie B, driven by Tevault, was second and won the Gruen wrist watch. A summary of the results of the race follows:

Tarpon Scale Makes Carbureter Cover

A new use has been discovered for tarpon scales which may not tend to revolutionize the outboard motor industry, but which nevertheless makes a very good story.

According to A. H. Iseley, assistant manager of the J. R. Parker Co., of Fort Myers, Fla., Charles Taminosian, while fishing in the Gulf of Mexico off Naples, Fla., accidentally lost the cover to the float feed carburetor of his Johnson Light Twin outboard motor. Having a tarpon tied on the back of the boat, he took one of the scales from the tarpon, drilled a hole in it for the float stem of the carburetor and proceeded to fish for the rest of the day. Moral: If you ever are worried about losing the carburetor cover of your outboard motor, just stick a tarpon in your tool kit.

Houston to Galveston Marathon July 14, 1928

92 NAUTICAL MILES.

Boat	Engine	Class	Builder	Start	Morgans Point	Galveston Arrive	Galveston Depart	Shore Acres Finish	Elapsed Time	Place in Class
Texas Sport Goods	Elto Quad	D	Herbst	6:13	6:55	8:34	10:21	11:52	3:51	Class D First
Vapor Phase	Lockwood Chief	B	Homemade	6:02	6:55	8:44	9:35	10:59	4:05	Class B First
Christy	Johnson	C	Ceestepper	6:10	6:58	8:54	9:33	11:08	4:19	Class C First
Tevault Birdie B	Lockwood Chief	B	Apple Sauce	6:02	....	9:00	9:30	10:54	4:23	C alss B Second
Hobo	Evinrude	C	Dunphy	6:10	7:07	8:58	9:45	11:28	4:31	Class C Second
Sea Sled Hugh	Lockwood Chief	B	13 ft. Sea Cled	6:02	7:06	8:57	10:03	11:43	4:35	Class B Third
It	Lockwood Chief	B	Century Kid	6:02	6:59	9:01	10:02	11:40	4:37	Class B Fourth
Sea Sled Ray	Lockwood Chief	B	13 ft. Sea Sled	6:02	7:09	9:01	9:55	11:32	4:38	Class B Fifth
Tex Craft No. 1	Johnson	C	Tex Craft	6:10	7:16	9:51	10:52	12:27	5:15	Class C Third
Elto Quad	Elto Quad	D	13 ft. Sea Sled	6:13	7:16	9:22	10:22	12:32	5:20	Class C Second
Get Along	Johnson	C	Buzz	6:10	7:12	9:51	10:10	12:06	5:37	Class C Fourth
Sea Hawk	Evinrude	C	Mullins	Late	7:40	9:55	10:12	12:08	5:40	Class C Third
Marine Service	Evinrude	C	Steple's Hydro	6:10	7:10	9:02	Did not finish			
Miss Georgia	Johnson	C	.....	6:10	7:01	9:14	" " "			
Miss Genevie	Evinrude	C	Baby Stepper	6:10	6:55		" " "			
511	Johnson	C	.....	6:10	7:45		" " "			
Spirit of Galveston	Lockwood Chief	B	Green Diamo'd	6:03	6:53		" " "			
Booger	Lockwood Chief	B	Green Diamo'd	6:02	7:07		" " "			
We Step	Johnson	C	Green Diamo'd	6:06	7:07		" " "			
Nifty	Elto	B	Baby Buzz	6:04	7:23		" " "			
Philco	Johnson	B	Homemade	6:02	7:23		" " "			

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So VERY Much More than SPEED alone

Dealers Interested in Unallotted Territory for 1929— Write Now

LOCKWOOD "ACE"

LOCKWOOD "CHIEF"

LOCKWOOD
OUTBOARD MOTORS

Everywhere you go you hear folks talking about the flashing speed of Lockwood Motors. Space would not permit of even a summary of all the races they have won this season. But so outstanding has been their performance in the hands of owners that wherever crowds gather to witness a race, it's "Hats off to Lockwood."

So we want to remind you again that Lockwood does **not** build racing Motors—yet they **win races.** The Lockwood "Ace" in Class A, the "Chief" in Class B, are every-day service motors, yet each holds the American free-for-all 2-mile record in its class.

Record-smashing speed is only one of the Lockwood qualities. Their superior stamina is just as outstanding. For example, note the large bearings, the automatic oiling, the oversize magneto, the convenient controls, the pumpless cooling system, the perfected stream line—all of which combine to give sturdy service as well as top performance.

And as a heaping extra measure of value, every Lockwood has the famous

Lockwood Pilot
which "Takes hold of the Motor when you let go"

This one simple patented device is easily worth $50 of any man's money. In fact, Lockwood owners tell us they would never again operate any motor that did not have this "unseen hand."

Going Hunting? The Lockwood **Ace** for your smaller boat—the **Chief** if your craft is large, will **double** the enjoyment of that late vacation, or the hunting trip. Write for catalog and name of nearest dealer.

Write for the new Lockwood Catalog which tells the whole story of Power, Speed, Control, Durability, Comfort and Big Value.

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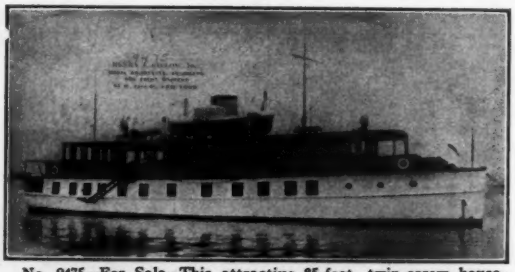
Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

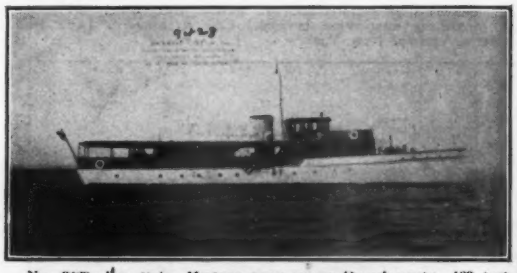
We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and house boats, on file in our office, kept constantly up to date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.



No. 9475—For Sale—This attractive 85-foot, twin-screw houseboat with splendid crew; two large double, two single staterooms; three bathrooms; deck salon, 28'x13', all teak trim. Speedway motors, speed 12-13 miles, no vibration. All modern conveniences and in excellent condition. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.

No. 7802—For Sale—Desirable twin-screw gasoline cruiser with able sea qualities and splendid condition throughout. New Winton motors, 1927, speed 14-15 miles. Six staterooms, two baths, deck dining and lounge saloons. New ice plant and completely appointed. Crew, 6-7 men. Entirely overhauled 1927. Price reasonable. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.

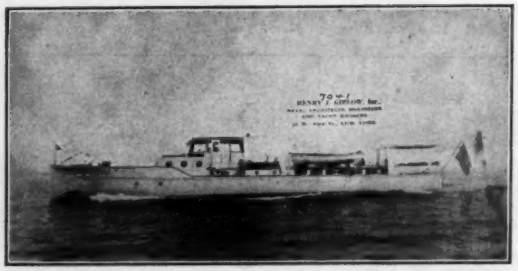
No. 8201—For Sale or Summer Charter—Attractive prices. Twin-screw houseboat, speed 11-12 miles, all finest condition. Recent build from our design. Two double, two single room, large deck salon, newly furnished, two baths. Sleeps 7-8. Able seaboat handled with five crew. Best purchase in size and type available. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.



No. 9428—For Sale—Modern twin-screw Diesel yacht, 100 feet with 19-foot beam. Built 1925, best construction. Three staterooms, three baths; speed 14 miles. Electric deck equipment for anchors and boats. Teak trim. Ice plant. Offered at price lower than any other similar craft of high quality. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.

No. 8087—For Sale by Estate—Price reasonable. Finest condition; in commission. Eighty-foot modern Mathis Houseboat. Four staterooms, two baths, 22-ft. deck house, fully and attractively furnished, ready for use. Economical operation with crew of six. Winton motors. Speed, 11-12 miles. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.

No. 8391—For Sale—Handsome twin-screw steel motor yacht, 135-foot length, 20-foot beam; five staterooms, three baths, large deck space. Speed 15-18 miles; steady, able. Very complete and handsomely furnished. Lawley built. Seen New York. Opportunity obtain recent built craft; suitable any cruising. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.



No. 7041—For Sale—Twin-screw, fast gasoline cruiser, also suitable for ferry service. Built by Lawley, best construction, always well kept. New Speedway motors, 1927. Two double, three single rooms, bath. All A1 condition. Crew of four. Carrier launch and dinghy. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.

No. 9929—For Charter—Able Diesel auxiliary offshore schooner, built late 1926; cruised West Indies 1927. Owner plans building larger boat of same type. Three staterooms, four berths, bath, two toilets. Arcola heater, ice plant, radio and completely equipped Bessemer Diesel motor, speed 9 miles. Crew of 8 for offshore work. Price attractive. Henry J. Gielow, Inc., 25 W. 43rd St., New York City.

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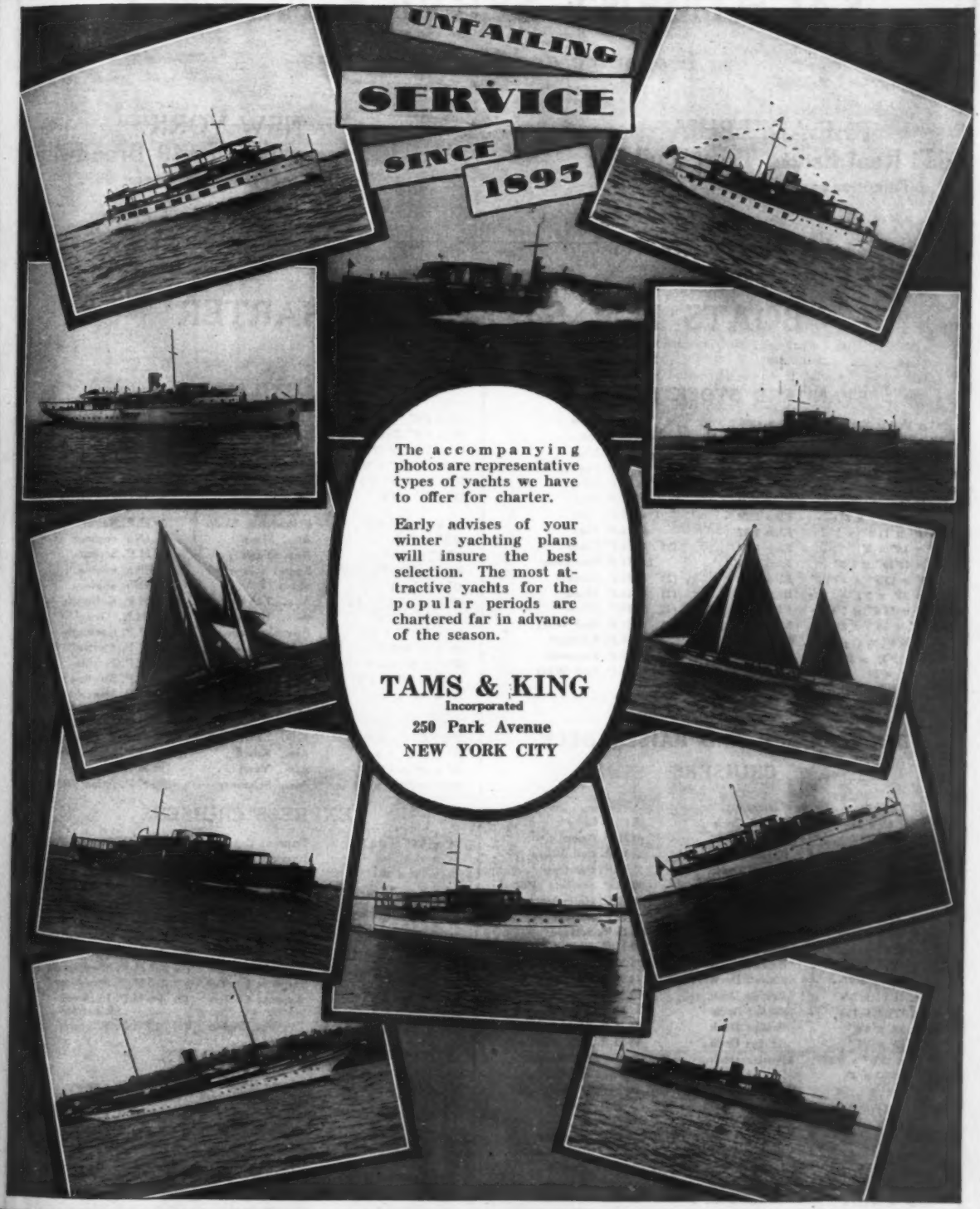
FOR FALL AND WINTER CHARTER



The accompanying photos are representative types of yachts we have to offer for charter.

Early advises of your winter yachting plans will insure the best selection. The most attractive yachts for the popular periods are chartered far in advance of the season.

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Our listings include yachts for ocean cruises in American or Foreign waters, inland waterways and Florida.

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BOATS FOR SALE AND CHARTER

STANDARD STOCK BOATS

28' x 8'6" x 2½'	Elco 1925		20 H.P. Gray
14' x 5'8" x 2'9"	Elco 1924		42 H.P. Elco
2-34' x 9' x 2'6"	Elco 1925		48 H.P. Elco
41'5" x 9'10" x 3'	Elco 1923		80 H.P. Fay & Bowen
41'6" x 10' x 3'	Elco 1921		48 H.P. Elco
42' x 10'7" x 3'	Elco 1927		48 H.P. Elco
3-42' x 10'7" x 3'	Elco 1926		48 H.P. Elco
49'11" x 11'9" x 3'	Elco 1927		94 H.P. Elco
54' x 13' x 3'	Elco 1922	(2)	42 H.P. Elcos
58' x 10'10" x 3'6"	Elco 1919		135 H.P. Speedway
2-56' x 13'5" x 3'2½"	Elco 1923	(2)	42 H.P. Elcos
56' x 13' x 3'3"	Elco 1925	(2)	42 H.P. Elcos
62'6" x 14'6" x 3'6"	Elco 1926	(2)	94 H.P. Elcos
28'10" x 10" x 2'10"	Matthews 1927	(32)	40 H.P. Red Wing
38' x 10'6" x 3'	Dawn 1928		65 H.P. Kermath
2-36' x 9'3" x 3'6"	Gordon 1925		65 H.P. Kermath
36' x 9' x 28"	Blanchard 1928		32 H.P. Red Wing

BRIDGE DECK AND RAISED DECK CRUISERS

29'6" x 8' x 2½'	Raised Deck		25 H.P. Gray
33' x 8' x 4'	Raised Deck		40 H.P. Knox
34' x 7'6" x 2'6"	Raised Deck		32 H.P. Red Wing
38' x 9'6" x 3'	Raised Deck		35 H.P. Peerless
39'11" x 10'6" x 3'	Bridge Deck		90 H.P. Sterling Petrel
44' x 11' x 3'6"	Bridge Deck		60 H.P. Hall Scott
48' x 15'3" x 3'6"	Raised Deck		35 H.P. Palmer
50' x 12' x 2'6"	Bridge Deck		150 H.P. Scripps
50' x 12'6" x 4'	Bridge Deck		100 H.P. Buda
51' x 10'3" x 4'3"	Bridge Deck		75 H.P. Speedway
52' x 13' x 4'9"	Raised Deck		66 H.P. Pierce Arrow
54' x 11'2" x 3'2"	Bridge Deck		50 H.P. 20th Century
57' x 12'6" x 4½'	Raised Deck		35 H.P. Sterling
58' x 12' x 3'6"	Bridge Deck		100 H.P. Stearns
60' x 11' x 4'3"	Bridge Deck		65 H.P. 20th Century
62'2" x 10'5" x 3'6"	Bridge Deck	(2)	130 H.P. Speedways
65' x 10½' x 4'	Bridge Deck		45 H.P. Sterling
70'4" x 11'2" x 4'	Bridge Deck	(2)	30 H.P. Dusenbergs
80'11' x 13' x 4'7"	Bridge Deck		220 H.P. Standard
83' x 16'3" x 6'	Bridge Deck		100 H.P. Standard Diesel
85' x 14'6" x 3'9"	Bridge Deck	(2)	115 H.P. Speedways
89' x 14' x 3'10"	Bridge Deck	(2)	Van Blercks
103' x 18'6" x 6'10"	Bridge Deck	(2)	150 H.P. Diesels
110' x 16' x 5'	Bridge Deck	(2)	165 H.P. Wintons
112'6" x 15'9" x 7'	Bridge Deck		150 H.P. Automatic
127' x 18'9" x 5'6"	Bridge Deck	(2)	200 H.P. Wintons
165' x 27' x 10'6"	Bridge Deck	(2)	800 H.P. Winton Diesels

AUXILIARIES

18' x 6'2"	Marconi Sloop		(No engine)
25' x 4'6" Draft	Racing Sloop		(No engine)
28' x 11'6" x 27"	Crosby Cat		(No engine)
31'10" x 8'2" x 5'2"	Sloop		(No engine)
31'10" x 11'6" x 5'	Aux. Ketch		25 H.P. Penna.
32' x 11' x 4'6"	Sloop		10-15 H.P. Palmer (Little Huskey)
34' x 11'6" x 5'6"	Friendship Sloop		10 H.P. Regal
36'6" x 7'8½" x 5'5"	Aux. Sloop		(No engine)
39'11" x 12'6" x 4'	Aux. Yawl		15 H.P. Scripps
40'11" x 7'11" x 5'11"	Sound Schooner		(No engine)
41' x 11' x 6'	Sloop		(No engine)
43'10" x 8'10" x 6'3"	Aux. Yawl		8 H.P. Kermath
45' x 13' x 3'6"	Aux. Yawl		20 H.P. Gray
47' x 14'11" x 3'8'	Aux. Schooner		35 H.P. Kermath
50' x 14' x 3'3"	Aux. Schooner		40 H.P. Sterns
53'3" x 12' x 7'9"	Aux. Sloop		100 H.P. Frisbie
65'3" x 15'10" x 7'	Aux. Yawl		55 H.P. Sterling
72' x 16' x 8'6"	Aux. Yawl		75 H.P. Murray & Tregurtha
74'3" x 15' x 9'2"	Aux. Ketch		60 H.P. Bolinder Diesel
77'6" x 17' x 8'6"	Aux. Yawl		100 H.P. Kermath
79' x 17'4" x 6'5"	Aux. Ketch		200 H.P. Hall Scott
84' x 19' x 5'10"	Aux. Yawl		94 H.P. Sterling
88'9" x 22'4" x 9'3"	Aux. Schooner		200 H.P. Atlas Diesel

EXPRESS CRUISERS

34' x 8'6" x 2'8"	Express Cruiser		150 H.P. SterlingDolphin
35' x 9' x 2½'	Express Cruiser		150 H.P. Scripps
40' x 10' x 28"	Day Express Cruiser		125 H.P. SterlingDolphin
42' x 9' x 2'8"	Express Cruiser		225 H.P. Sterling Special
44' x 10'6" x 2'9"	Day Express Cruiser		180 H.P. Speedway
45' x 8' x 2'9"	Sedan Runabout		100 H.P. Speedway
50' x 10'3" x 2'10"	Express Cruiser		250 H.P. Sterling
56' x 12' x 3'2"	Express Cruiser	(2)	200 H.P. Hall Scotts
60' x 12' x 3'	Express Cruiser	(2)	180 H.P. Speedways
62' x 13'6"x 3'8"	Express Cruiser	(2)	130 H.P. Speedways
67' x 13'6" x 3'8"	Express Cruiser	(2)	400 H.P. Packard Liberties
80' x 14'5½" x 4'	Express Cruiser	(2)	250 H.P. Wintons

HOUSE BOATS

40' x 12' x 3'6"	House Boat		45 H.P. Engine
45' x 14'6" x 3'6"	House Boat		75 H.P. Frisbie
50' x 14'6" x 3'3"	House Boat		60 H.P. Sterling
52' x 15' x 3½'	Matthews Standard		37 H.P. Standard
57'3" x 14'4" x 5'3"	House Boat	(2)	40 H.P. Lathrops
63'6" x 16' x 3'	House Boat	(2)	50 H.P. 20th Centuries
76' x 15'3" x 3'	House Boat	(2)	80 H.P. Speedways
80' x 18' x 3'6"	House Boat	(2)	65 H.P. Lathrops
93' x 18' x 4'	House Boat	(2)	150 H.P. Wintons
100' x 18'3" 4'6"	House Boat	(2)	75 H.P. Wintons

Advertising Index will be found on 3rd last page

SEA LYON
26 Ft. Runabout and Sedan

HACKER DOLPHINS
29-26-24 Ft. Runabouts

CHENEVERT CORSAIR
30 Ft. Cruisers

HOWARD W. LYON

INCORPORATED
Permanent Exhibit and Showrooms
HOTEL BARCLAY
532 Lexington Avenue (at 49th Street)
NEW YORK
Telephone: Vanderbilt 4445

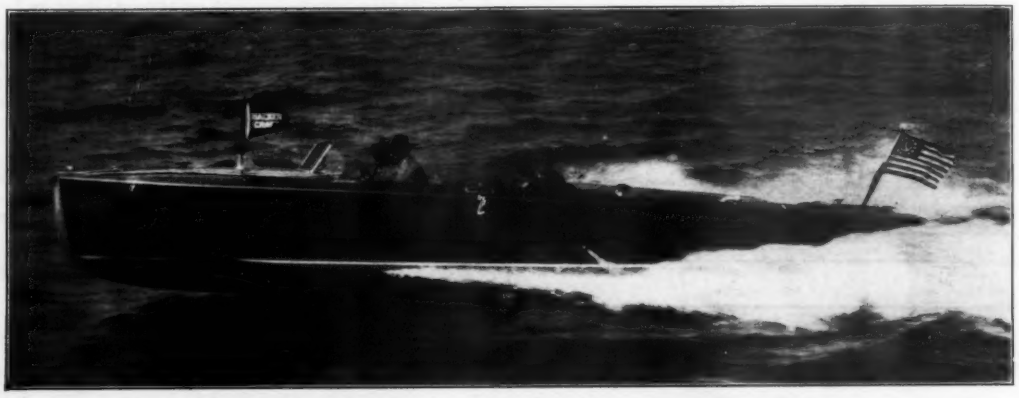
LACONIA
Outboard Runabouts

JOHNSON
Outboard Motors

LYON ELECTRIC
ANCHORS

Yard and Service Station: Fordham Street, City Island—Phones: City Island 1645-1646

Representing the Most Complete Line of Runabouts in New York



1928 Hackercraft—26 ft. Dolphin Jr.—Save $1000

FOR SALE—Brand new 1928 model Hackercraft 26 ft. Dolphin Jr. The first 1928 Hackercraft to come on the market at a special price. Used only five weeks as a demonstrator. Condition of motor, hull and finish better than tne day it left the factory as it has always been in expert hands. Especially equipped with 200 h.p. Sterling Petrel Motor. Waterproof over-all canvas cover. Cost new five weeks ago, $4,600. Price for immediate disposal.....$3,600

No. 112—**26-ft. BABY GAR JR.**—150-h.p. Scripps Motor. Speed 38-40 miles per hour. New in July, 1927. Motor just overhauled and hull in good condition.....$2,100

No. 119—**1927, 26-ft. BABY GAR JR.**, equipped with 150 h.p. Model G-6 Scripps Motor. Entire motor just completely rebuilt. Entire hull scraped down to bare wood and refinished a dark red mahogany. Has waterproof over-all cover. Cannot be told from a brand new boat. Offered for quick disposal at....$2,750

No. 122—**BABY GAR JR.**—150-h.p. G-6 Scripps motor—Speed 38-40 miles per hour. This boat was delivered in August, 1927. Was used a total of 16 hrs. Our men have checked over motor which is 100%. Hull has been completely refinished. Exactly hauled and hull refinished. Cannot be told from new boat..$2,100

No. 126—**1927, 26-ft. BABY GAR JR. Sedan**—150 h.p. Scripps Motor. Originally delivered in August, 1927. Used only three weeks last year in a fresh water lake. Used only four weeks this summer. Motor has just been gone over and hull refinished with mahogany deck, black topsides, red bottom and white waterline. A handsome enclosed boat, offered for immediate sale at.....$3,200

No. 111—**33-ft. BABY GAR**—400-h.p. Gar Wood Liberty Motor. Speed 50-52 miles per hour. This boat was delivered new in August, 1926. Was used two weeks and has since been in storage. Our men have just gone over motor completely. Hull has been refinished in our own plant. This boat carries new boat guarantee and will demonstrate.....$7,500

No. 118—**33-ft. BABY GAR**—400-h.p. Gar Wood Liberty Motor. Speed 50-52 miles per hour. Boat new in 1925. Always has been used in fresh water. Hull just refinished a dark red mahogany. Motor rebuilt, incorporating all latest improvements. Can demonstrate $6,000

No. 120—**33-ft. BABY GAR**—400-h.p. Gar Wood Liberty. Always in fresh water. Motor just overhauled. New late summer 1926. In first-class condition, as owner always had a man on it.....$5,500

No. 113—**25-ft' Fay & Bowen**—60-h.p. Fay & Bowen Motor. Speed 25 m.p.h. Originally cost $4,100. An ideal family boat and in excellent condition.....$1,100

No. 116—**TAMPA BABY**—21'6" x 5'6", Hacker designed and built. New 1926. Speed 37 m.p.h. with 125-h.p. Scripps Gold Cup Motor. Entire motor and hull just completely overhauled. New Monel Metal shaft, complete new ignition, brand new battery; hull refinished and complete with over-all cover and cradle; cost $3.500. Owner has just reduced his price $500 for immediate sale as he now has a cruiser and has no further use for this runabout. Formerly offered at $1,850, now.....$1,350

No. 128—**28' Greenport standardized cabin cruiser.** New in 1926. 100-h.p. Scripps Motor. Speed 20 miles. Complete equipment. Cost $3,600. Offered at.....$1,750

No 129—**26-ft Dodge Watercar.** Curtiss Motor. Speed 33-35 miles per hour. Seats six in large forward cockpit, three in after cockpit, with room for two additional chairs. Motor has just been overhauled and hull is in A-1 condition.....$1,400

150 h.p. Model G-6 Scripps Motor. Brand new. Never used. List price $1,500

Now Is the Time to Buy a Used Boat

There isn't any better season to buy a used boat than right now. Owners are willing to sacrifice them at most attractive prices to save the bother of carrying over the winter season. Prices are higher in the spring. Buy now and you not only save more than the cost of winter storage but you have two months more of fine boating at the most delightful season of the year. Telephone us for appointment if you want a demonstration— either our Hotel Barclay Showroom, Vanderbilt 4445, or our Service Station and Shipyard City Island, 1645 or 1646.

LARGEST STOCK OF USED RUNABOUTS IN NEW YORK

Advertising Index will be found on 3rd last page

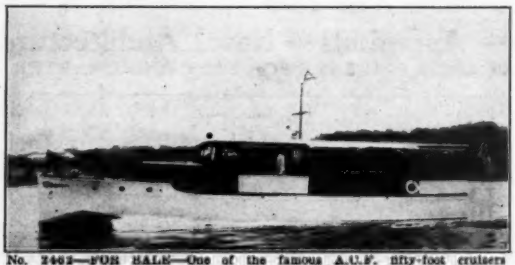
YACHT BROKERS
NAVAL ARCHITECTS

HENRY C. GREBE & CO., Inc.

MARINE INSURANCE
SURVEYING

Wrigley Building: 400 NORTH MICHIGAN AVE., CHICAGO—Telephone: Superior 0806

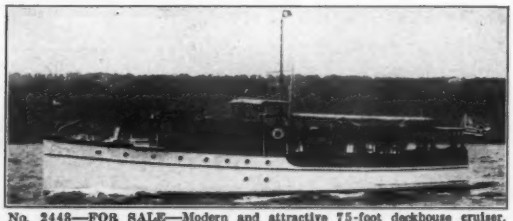
WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



No. 2462—FOR SALE—One of the famous A.U.F. fifty-foot cruisers with semi-enclosed bridge, two double staterooms with bath and a separate dining saloon. Two 100-H.P. Hall-Scott motors give a speed of 15 to 17 miles. Further particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

No. 2507—FOR SALE—Very desirable cruising schooner. Alden design. 54' x 14' x 7'3". Comfortable sleeping accommodations for ten. Sterling engine, independent lighting plant and complete equipment. Strongly built and well taken care of. Particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

No. 1024—FOR SALE—45-ft. V-bottom bridge deck cruiser. Sleeps 6-8. Has double stateroom with separate toilet. Good galley, large cock space, powered with 6-cyl. Sterling. Deckhouse added since this picture was taken. Speed up to 15 miles. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



No. 2448—FOR SALE—Modern and attractive 75-foot deckhouse cruiser. Most comfortable for extended cruising. Two single and two double staterooms, two bathrooms and large deck dining saloon as well as unusually pleasant deck space. Further information from Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.

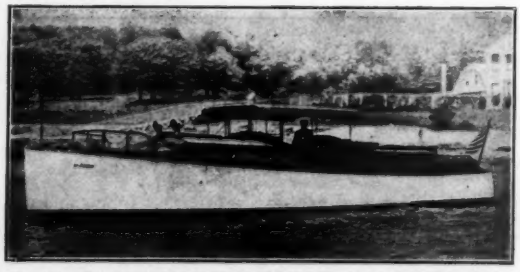
MARINE ARCHITECTS | MARINE INSURANCE | YACHT BROKERS

JOHN H. WELLS, Inc.

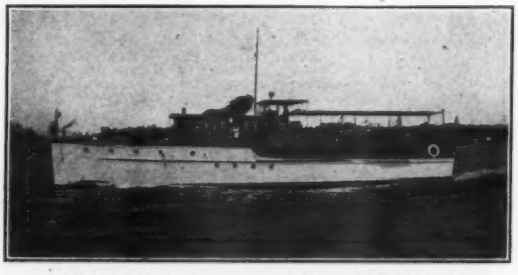
11 EAST 44TH STREET, NEW YORK CITY

Tel. Murray Hill 3126

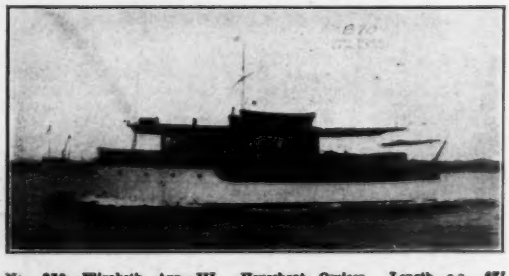
CHICAGO OFFICE: Suite 920, 664 No. Michigan Avenue



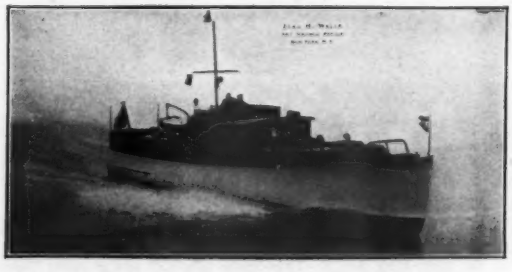
No. 622—This smart Commuter is available for sale. Speed 28 M.P.H. Everything in tip top shape, ready to go on a moment's notice. 42' over all, 9' beam and 2' 3" draft. Forward cockpit, bridge deck and roomy cabin. Demonstration and inspection by appointment. John H. Wells, Inc., 11 E. 44th Street, N. Y. C.



No. 625—70 ft. O.A. 15 miles an hour Cruiser, powered with two six cyl. Lathrop motors. Beautiful deck. Yacht in better shape than new. For sale or charter.



No. 870—Elizabeth Ann III. Houseboat Cruiser. Length o.a. 67' Beam 15' 6". Draft 3' 9", powered by two 6 cyl. 20th Century motors. Write John H. Wells, Inc., 11 East 44th St., New York City for further information.



No. 303—Betty M IV. Twin screw express cruiser. Length o.s. 62', Beam 12', Draft 3', powered by 2 6 cyl. 180 H.P. Speedways motors. Write John H. Wells Inc., 11 East 44th St. New York City for further particulars.

"SERVICE THAT'S DIFFERENT"

Advertising Index will be found on 3rd last page

Advertising Index will be found on 3rd last page

THE MOTOR BOATING MARKET PLACE

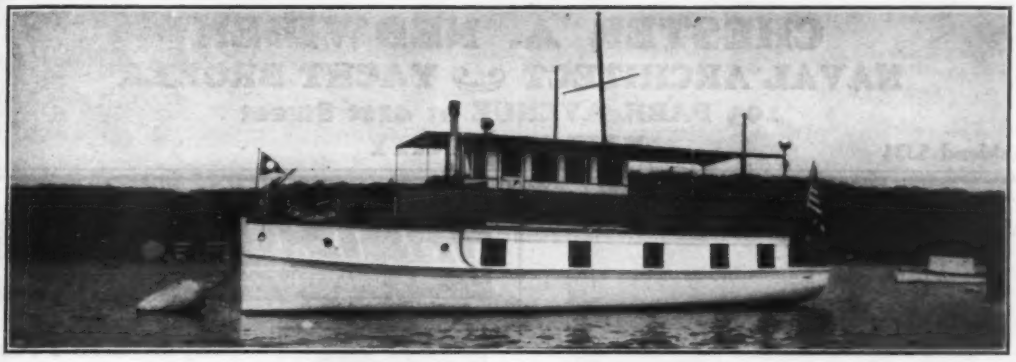
The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum $2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:
Cut one inch deep, two inches wide..... $ 9
Cut 1½ inches deep, three inches wide..... $12
Cut 2¼ inches deep, four inches wide..... $20
Cut 2¾ inches deep, six inches wide..... $25

Classified advertisements set entirely in small light face type. No extra charge for capitals. Bold face type used at display rate, $12 per inch, single column. New advertisements can be accepted up to twelfth of month for following issues.

Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatinG.

MoToR BoatinG, 57th St. at Eighth Ave., New York



FOR SALE—45 FT. CRUISING HOUSEBOAT "SOUTHWIND"

Special six cylinder 5" x 7" motor. Cruising speed 10 to 12 miles. Double stateroom, single stateroom, full bathroom with tub, salt and fresh water, large dining saloon, spacious deckhouse and afterdeck, complete galley, crew's quarters forward with separate toilet. One man control. Complete equipment and furnishings. Finished inside in white enamel and mahogany. Sturdy hull construction. Ideal for Florida or Northern cruising. Cost $24,000 to build. Owner will sacrifice for quick buyer. Inspectable by appointment. P. O. Box 5, Mamaroneck, N. Y.

Four cyl., four cycle with reverse gears: 25 H.P. Model Z Gray unit plant with starter-generator, $245; 35 H.P. Erd unit plant with starter-generator, $325; 40 H.P. Doman 6 x 6, $225; 40 H.P. Wisconsin six cyl., 4¼ x 5, with starter-generator, $345; 20 H.P. Buffalo two cyl., 6½ x 7, $265; 300 H.P. Fiat six cyl. with Gar-Wood conversion, starter-generator, $545; 25 H.P. Gray Model T, three cyl. two cycle and others, $75. Badger Motor Company, Milwaukee, Wis.

William E. Cornes, Motor Boat Operator, previously of Chicago. Important you communicate with W. F. McNamara, 134 So. La Salle Street, Chicago, Ill., immediately.

Hand V bottom all mahogany cruiser, 32' 6" by 7' 6" by 2' 9" draft. 125 H.P. Stearns Engine. Speed 21 miles. Condition like new, $9,500.00. W. C. Keenan, 4239 St. Charles Avenue, New Orleans, La.

For Sale: Bridge Deck Cruising Houseboat to settle estate, will sacrifice Bridge Deck Cruising Houseboat 66 x 13, like new and in commission, fully equipped ready to move aboard, 3 staterooms, bathroom, dining room and pantry; electric generating plant, motor like new. Cost over $50,000.00 will sacrifice for $7,500.00. David Paris, Attorney, 1860 Broadway, N.Y.C. Room 1209.

Position vacant for one or two capable men in each of the following departments of the cruiser division: engineering, wood hull shop, motor assembly and general assembly. Men experienced in standardized cruiser construction preferred. American Car and Foundry Co., Cruiser Division, Wilmington, Del.

21 foot double cockpit step hydroplane Vee runabout, bottom double planked, decks and trimmings mahogany finished, all fastenings copper and brass, speed 40 miles. Power plant 135 H.P. 8 cylinder Thomas-Morse, dual ignition, self-starter. Boat and motor new July, 1927. Price $3000.00. For further particulars write Brooks Boat Company, Saginaw, W. S., Michigan.

WANTED—Young man with six years' experience with gasoline engines, would like to obtain work on or around a yacht. Can also run and take care of car. Can furnish references for character and firms worked for. Wm. C. Niesen, 45 Scott Street, Carbondale, Penna.

PURCHASING AGENT WANTED—Builder of standardized cruisers wants a man thoroughly acquainted with marine trade and sources of supplies; preferably one now employed with jobber or retailer of boat equipment. Excellent future, salary limited only by applicant's ability. Write fully, giving age, salary, name of present and former employers. All replies kept strictly confidential. Box 100. Motor Boating.

CABIN CRUISER for sale, very reasonable. 38 feet long, 8'6" beam. Has 4 cylinder Buffalo 30 H.P. engine with starter and generator. Complete equipment and in first-class condition. Have no use for boat at present and will make special price before hauling out. C. W. Kimball, 6 Beacon St., Boston, Mass.

FOR SALE—New 8' Nize Baby type hull, 50" beam, cedar planking, screw fastenings, oak transom. Weight 67 lbs. Price $50. W. M. Lierheimer, 112 Franklyn Avenue, Sea Cliff, N. Y.

FOR SALE, 36 ft. by 9 ft. 6 inches, Wm. H. Hand V bottom Raised Deck Express Cruiser, new July, 1928. Powered with a 6-90 motor, large, roomy cabin, also very roomy Cock-Pit. Has cruising radius of about 350 to 400 miles. This boat is fully equipped and is in commission. Will take $4,900.00. Address inquiries to Pierce Percell, care Johnson Motor Co., Fond du Lac, Wis.

CAPTAIN—Experienced—wants position, north or south. Best of references furnished. J. C., Box 101, care MoToR BoatinG.

CAPTAIN, reliable, experienced inland waterways, wishes position on boat going south for winter or delivery; handy, all makes of marine gas engines. Best of references. Communicate Ernest Bersin, 75 Fairview Ave., New York City; Phone: Billings 9967.

FOR SALE—150 H.P. Model M Speedway complete with Bijur starter and generator, special Philbrin double ignition pressure lubrication built in reverse gear. Run less than three thousand miles, original cost $4,000, sacrifice for $1,000. Wm. M. Marsh, Lakewood, N. Y.

FOR SALE—Raised deck Sea Skiff—33' x 8' 8" x 28"—Motor Hudson—Reduction drive new 1928—12 knots. Condition A1—Built 1925—Complete $3,600.00. H. C. Johnston, Box 23, Jamesport, L. I., N. Y.

Wanted—38 to 50 foot modern bridge deck cruiser as part payment on forty acres fine farm land and business on transcontinental highway near San Diego. H. Bisbee, Jamul, Calif.

WANTED—Cruiser, bridge deck preferred; must have two separate sleeping compartments for privacy; length 36' to 42'. The hull and motor must be in A-1 condition. Will pay $2,500 cash. No junk. Send full particulars, photo, location of boat, age, etc. Room 1222, 152 West 42nd St., New York City.

Pair 140 h.p., 6 cyl., 6½x9 Wintons, in perfect condition; recently overhauled; completely equipped. Sold singly or in pair. A real bargain. Act quickly.
Bruns, Kimball & Co., 50 W. 17th St., N. Y. C.

FACTORY REBUILT KERMATH ENGINES
Pick Yours From This List

12 H.P. Unit F	$ 350
16 H.P. Unit F	$ 375
20 H.P. Unit F	$ 400
20 H.P Unit F (with starter)	$ 475
35 H.P. R.E.F.	$ 750
50 H.P. R.E.F.	$ 850
100 H.P. R.R.E.	$1150

These motors have the factory guarantee of one year on them. They are bargains at these prices.
Kermath Mfg. Co., 5879 Commonwealth Ave. Detroit, Michigan

For Sale—Brand new 16' Outboard Motor Runabout. Picture on request. Richard W. Jones, Jr., Constantia, N. Y.

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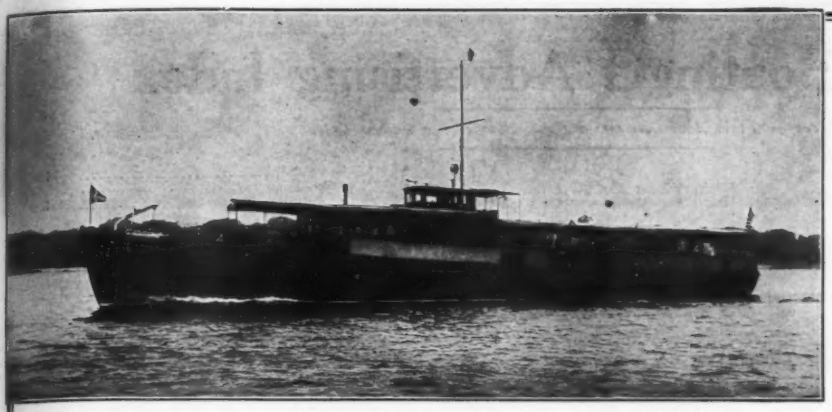


SPECIFICATIONS

Length . . . . . 110 feet

Beam . . . . . 15 feet

Draft . . . . . 6 feet

Speed . . . . . 15 knots

Power . Two 220 h. p. standard reversible engines.

Accommodations — Sleeping quarters for 9 guests.

Crew 6

Equipment—One Chris-Craft power tender, 22 ft., (New 1927), 1 dinghy, 14 ft., 1 balsa raft, 10 ft. (Holds 15), electric windlass, water tank—1000 gals., gasoline tank—2000 gals. Exide batteries, awnings, deck chairs, rugs, upholstery, new mahogany after deck house.

Galley—Full equipment, including shipmate stove, kerosene burner, ice box (500 pounds).

To Settle an Estate—

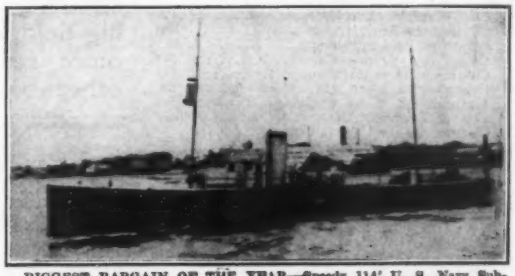
Power Yacht "Natalon", fully equipped, prime condition — now in commission New York water front—Seaworthy—ideal for cruising. Is available immediately. *Far below actual value.*

TRUST DEPARTMENT

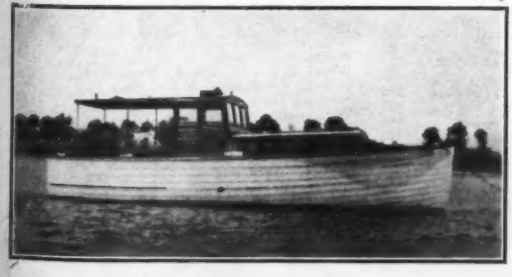
THE NATIONAL CITY BANK *of* NEW YORK

52 Wall Street, New York, N. Y.

FOR SALE—Trunk Cabin Fishing Boat "POMPANO." Sea Skiff Model. Built to order in 1927, of the very best material. Exceptionally well constructed, 30' long, 7' 9" beam, 24" draft—150 H.P. Scripps Heavily built and designed to take a pounding if necessary, able therefore, and fast. Used for a short time in Florida with conspicuous success. Owner has acquired larger boat.
Her specifications (furnished upon request) will prove her Class. Price, $3,500.00.
Inspectable at Glenwood Landing, Long Island.
Communicate with C. T. Bach, 112 Drexel Building, Philadelphia, Pa.



BIGGEST BARGAIN OF THE YEAR—Speedy 114' U. S. Navy Sub-Chaser.—This boat cost over $200,000 to build. Length: 113'x9"—Beam: 15'3"—Draft: 3'9". Two Twin Screw 600 H.P. Triple Expansion Engines connected to Boilers: 2 Express Type Water Tube Boilers, oil burning, manufactured by Herreshoff, tested to 250 lbs. pressure. Maximum Speed: 24 Knots—Cruising Radius: 3,000 miles. Ample Staterooms and bunks for crew and officers. Hull: Steel, built 1918 by Herreshoff Mfg. Co. Will make an excellent fishing, training, passenger, party or work boat or private yacht. Recently overhauled and in perfect condition. Price: $9,000 for quick disposal. Inspection can be made Brooklyn, N. Y. E. Murray, 77 Broadway, Brooklyn, N. Y.—Phone: Stagg 6042.

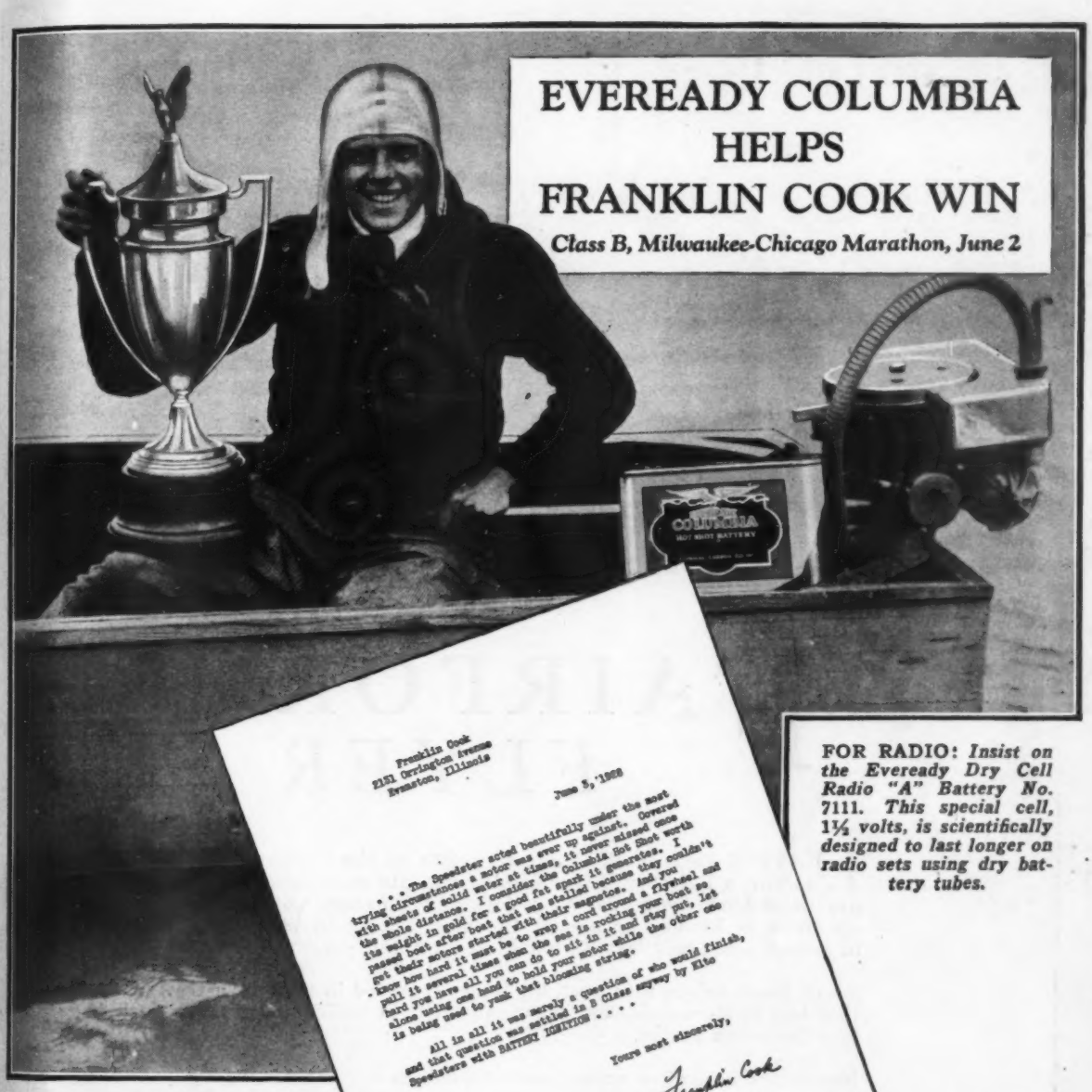


BARGAIN—New Red Bank Sea Skiff, 32' x 8' x 28" mahogany cabin, forward cockpit, four berths, galley, toilet, and fully equipped throughout. Full head room, electric lights, 100 H.P. Sterling engine, ideal gentlemen's fishing boat for southern waters. Builder's price $6,500. My price $4,500. Dr. Hall, Trenton, N. J.

FOR SALE—Twin screw cruiser, 40 x 11, Government Hull thoroughly rebuilt in 1924, fully equipped with two new 1927 Red Wing engines 40-50 H.P. each. Draft 3½ ft. Head room 6'2". Wonderful condition. Full details on request. Price $8,000.00 D. Meredith Reese, Maryland Yacht Club, Baltimore, Md.

MoTor BoatingG Advertising Index

Prices quoted in Advertisements are subject to change without notice



Franklin Cook
2151 Orrington Avenue
Evanston, Illinois

June 5, 1928

. . . The Speedster acted beautifully under the most trying circumstances a motor was ever up against. Covered with sheets of solid water at times, it never missed once the whole distance. I consider the Columbia Hot Shot worth its weight in gold for a good fat spark it generates. I passed boat after boat that was stalled because they couldn't get their motors started with their magnetos. And you know how hard it must be to wrap a cord around a flywheel and pull it several times when the sea is rocking your boat so hard you have all you can do to sit in it and stay put, let alone using one hand to hold your motor while the other one is being used to yank that blooming string.

All in all it was merely a question of who would finish, and that question was settled in B Class anyway by Elto Speedsters with BATTERY IGNITION . . . .

Yours most sincerely,

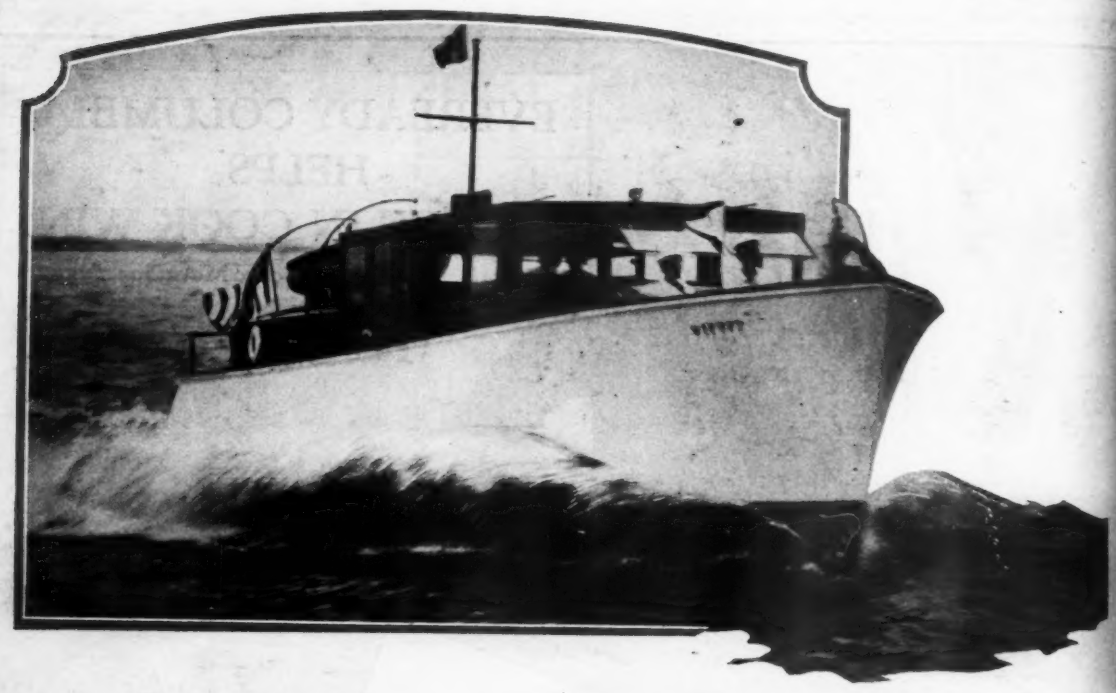
Franklin Cook

FOR RADIO: *Insist on the Eveready Dry Cell Radio "A" Battery No. 7111. This special cell, 1½ volts, is scientifically designed to last longer on radio sets using dry battery tubes.*

EVEREADY COLUMBIA Dry Batteries

SEE quotation above from his great tribute to the Elto engine and its water-proof, sure-starting, never-miss, always reliable dry battery ignition—powered by the Eveready Columbia Hot Shot, of course.

NATIONAL CARBON COMPANY, Inc.
New York UCC San Francisco
Unit of Union Carbide and Carbon Corporation



FAIRFORM *FLYER*

LEAVING Jacksonville August twelfth on the heels of a West Indian hurricane, a Fairform Flyer headed out into mountainous seas and a strong northeast blow, bound for New York and Northern ports. A storm that will go down in history as one of the most severe to lash the Southern coast in recent years had left its mark on land and sea.

Small boats driven into port, big liners reported in trouble, a trail of destruction left in its wake—few yachtsmen will be called to weather such a gale in a forty-two footer.

Never was a boat so unsparingly tested on her maiden voyage. And, never did a craft so completely prove her seaworthiness and staunchness, her speed, steadiness and control against head winds and heavy seas.

The Fairform Flyer is fast—better than 20 miles an hour with a pair of Kermaths. It is a comfortable boat, not only in accommodations and appointments, but in steadiness and freedom from pounding in rough water. It is able, seaworthy and safe.

If your boating taste runs to fast cruisers between forty and fifty feet, you will find the Fairform Flyer an unusual combination of desirable features.

FORTY-TWO FEET - TWO CABINS - FORWARD COCKPIT
TWIN-SCREW - DECK HOUSE CONTROL - MAHOGANY PLANKED

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